

The Boer War, the Approaching Total Eclipse of the Sun, and Chicago's Packing-house Industry, Illustrated.  
Special Article by the Hon. Eugene T. Chamberlain, on "Shall We Become a Maritime Power?"

# LESLIE'S WEEKLY

ILLUSTRATED

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ADVANCE OF THE WELSH FUSILIERS AND HIGHLANDERS UP THE RIVER-BED TOWARD CRONJE'S LAAGER, UNDER COVER OF THE ENGLISH ARTILLERY FIRE.



THE ADVANCE OF FRENCH'S FORCE ON KIMBERLEY—REPELLING A BOER ATTACK ON THE TRANSPORT-WAGONS NEAR THE MODDER-RIVER DRIFT.

## DESPERATE FIGHTING IN THE MODDER-RIVER CAMPAIGN.

INCIDENTS OF THE CAPTURE OF CRONJE'S ARMY BY LORD ROBERTS, AND THE RELIEF OF KIMBERLEY BY GENERAL FRENCH.  
DRAWN FOR "LESLIE'S WEEKLY" BY ITS SPECIAL ARTIST IN SOUTH AFRICA, GORDON H. GRANT.



# LESLIE'S WEEKLY.

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## Shall We Be a Maritime Power?

(Contributed Article for Leslie's Weekly.)



HON. EUGENE TYLER CHAMBERLAIN,  
COMMISSIONER OF NAVIGATION.

THE most conspicuous, indeed almost the only great industries in which our country has not in late years attained prominence are the building and navigating of steamships in the foreign trade. We have enough and to spare of nearly all the materials and manufactured products of the temperate zone; but ocean transportation—as such an element of a nation's wealth as any thing which can be weighed, counted, or measured

—we purchase to-day from foreign nations to a greater extent than ever before in our history. Ocean transportation is more than an element in national wealth, for under a country's own flag it is an essential factor in national defense and independence. The magnitude, geographical position, and relationships of the United States call for the creation of this factor which we now lack. Is there reason to hope that it will be speedily supplied?

We have an abundant supply of steel and coal, our workmen are highly skilled, and our capital seeking investment is steadily increasing. At first blush the inference seems inevitable that, without the artificial co-operation of legislation, we shall soon, from natural causes, become a great ship-building and commercial maritime Power. The inference is too agreeable to our pride to be abandoned except in the face of proof to the contrary, but this proof indisputably exists.

The very mobility of a steamship distinguishes it from nearly all other manufactured articles. Other manufactures are consumed within the country by which they are produced or within the country to which they are exported. The steamship in foreign trade is consumed in moving from the ports of one nation to the ports of other nations. The country of its build, so far from determining the flag under which it navigates, does not even afford a strong presumption of the builder's nationality, unless the vessel be British or American. The new French liner *Aquitaine* was built in Scotland ten years ago, sailed for years as a German mail steamship, was transferred to the Spanish flag as an auxiliary cruiser, and will doubtless run her remaining course under the tricolor. Legislation and causes not determined by legislation—this order is intentionally chosen—determine the flag under which a vessel navigates.

Ocean steamships, beyond any possibility of contradiction, are built more cheaply now, and have been for years, in Great Britain than elsewhere in the world. From 1889 to 1898 inclusive Great Britain built 9,682,829 gross tons of sea-going steam vessels, or over eighty per cent. of the world's total product of 11,891,070 gross tons for the decade. Yet during those ten years Great Britain has perceptibly declined as a maritime Power. In 1889, out of 11,045,937 gross tons of steamships of all nations recorded by the Bureau Veritas, 6,873,552 gross tons, or 62.3 per cent., were under the British flag, while at the end of the decade the British flag floated over 10,993,111 gross tons, or only 58.5 per cent. of the world's steam tonnage of 18,887,132 gross tons. Great Britain's supremacy as a ship-building nation has been maintained, yet the absolute gain of steam tonnage under the red ensign during the decade has been only sixty per cent., while Germany's has been 148 per cent. and Norway's 292 per cent. The Spanish coasting law has drawn British vessels under that flag, the French, Italian, and Japanese bounty laws have attracted British vessels to those flags, the British load-line law has sent British vessels to other flags, and the cheaper wages on German vessels and the still cheaper wages on Norwegian vessels have put British vessels under those flags.

One of the remedies suggested to create anew an American merchant navy is the repeal of the law by which only vessels built in the United States are entitled to American registry. Some propose the unconditional repeal of the law, while others propose its repeal so far as the foreign

(Continued on page 267.)

## The Pacific Slope's New Era.

WILLIAM H. SEWARD predicted, many decades ago, that the Pacific Ocean would be one day the field of as widely-extended commercial activity for the United States as the Atlantic Ocean then saw. What was prophecy then is on the eve of becoming history to-day.

At the time when Seward's forecast was made, which was before the war of secession, there were less than 200,000 persons, exclusive of Indians, in that part of the United States between the Rocky Mountains and the Pacific coast. In the half a dozen States and two Territories—California, Oregon, Washington, Idaho, Nevada, Utah, Arizona, and New Mexico—of that region Census Director Merriam's assistants will find more than 3,000,000 inhabitants. Most of them are as intelligent and progressive a people as are found in any part of the United States. To those people, most of whose trade will be westward and not eastward in the not distant future, an era of magnificent promise is dawning.

A bill to provide for the laying of a cable from San Francisco to the Philippines, touching at Hawaii, Guam, and other United States islands on the way, is now before Congress, and is certain of enactment in the present session. Four new lines of swift steamers are projected, to ply between the Pacific ports of the United States and the western shore of the Pacific, principally with China and India. The pledges which Secretary Hay has just obtained from Russia, England, Japan, Germany, France, and Italy, that the open door shall be maintained in the ports of China which may come into the sphere of influence of those countries gives an assurance which will render certain the eventual supremacy of the United States in the markets of China, and the larger part of the profit of this state of things will go to the Pacific States. The Pacific States will also be immediately and immeasurably benefited by the construction of the Nicaragua Canal, work on which will probably begin before the present year ends, and which will greatly shorten and cheapen the water communication between the country's eastern and western coasts.

It was the trade with India and China which incited the voyages of discovery made by Columbus, Vasco da Gama, and other navigators of Spain and Portugal in the old days when the New World was discovered and the southern line of the African continent was rounded. The larger share of the prize which Columbus and his contemporaries sought will one day come into the hands of the States of the Pacific coast of America. It was the apparition of Vasco da Gama rounding the Cape of Good Hope for China four centuries ago, and of Magellan crossing the Pacific Ocean from the American side about the same time and for the same destination, which closed China, Japan, India, and other Asiatic countries for ages afterward to commerce with the "outside barbarians."

But this condition has been changed with the swiftness and completeness of an Arabian tale. Forty-six years ago Commodore Matthew Calbraith Perry, on the deck of an American war-ship, dictated the treaty of commerce to Japan which, supplemented by like conventions with other countries afterward, awoke that country from its sleep of centuries, and has, within the past few years, placed it within the list of the world's great Powers. Secretary Hay, by other methods, has rendered a like service for China by establishing a new concert, which will preserve that vast empire from spoliation by Russia and the other countries which were about to apportion it among themselves, as Africa has been allotted in the past twenty years, and has thus paved the way for American commercial conquests in that most densely-settled part of the world. Europe's trade with China in 1898, the latest year for which figures have as yet been obtained, increased a little less than one per cent., while America's trade with China expanded in that year almost forty per cent. And our conquests on this line are only at their beginning.

Before the close of the century which opens nine months hence the Pacific is destined to become an American lake in as complete a sense as the Mediterranean was a Roman sea in the days of the Caesars, and New Yorks and Liverpools will be strewn along the coast of the Pacific States from San Diego to Seattle.

## Our Industrial Revolution.

ABOUT four centuries ago it was a crime in England to wear a hat made in France. So stringent were the protective tariff laws of England that not only was a duty levied on imported goods, but a fine was also inflicted upon the purchasers of them, and some of the statutes imposed a penalty of both fine and imprisonment. By such drastic processes as these England established its home market and its home industries and, having built these up to the point of self-maintenance and having developed a vast industrial population, and ingenious mechanical devices for the manufacture of goods, it shifted its position, as soon as it found that it could compete with the producers of other nations, and became an advocate of free trade.

It will be many years before the United States will declare for free trade. But there is no escaping the fact that under the beneficent influences of the protective tariff the United States as a nation is working to the point where it can compete with the world for trade in manufactured products. Figures are dry things, but they tell a story, very often, that cannot be better told in words. For instance, under the protective tariff, in Jan-

uary last, we imported of iron and woolen products less than \$3,500,000 worth. Only eleven years ago our January imports of these aggregated more than \$10,000,000. In every line of manufactured goods our exports are increasing and our imports decreasing, but in the importation of articles in a crude condition, which enter into the processes of domestic industry, we are increasing our importations. This increase during the eight months ending with February, 1900, amounted to \$60,000,000, as compared with the importations in the corresponding months of the preceding fiscal year. These crude or raw materials are utilized by our expert manufacturers, and the finished products exported by us during the same eight months, ending with last February, showed an increase of \$61,000,000 over the corresponding months of the preceding year. It is significant that in the twenty-eight days of February our manufacturers imported crude material at the rate of nearly a million dollars a day, and exported manufactured goods at the rate of a million and a quarter a day.

The South, which has made the price of iron and steel for the world, is now about to make the price of cotton goods of certain grades, and it is easy to foresee the time, which cannot be far distant, when the South will be the chief exponent of the doctrine of protection. Already many of its public men have shifted their position in this matter and unhesitatingly declare in favor of the protection of the sugar, cotton, and iron and steel industries, which have developed in the South to magnificent proportions. The late Henry Grady, the foremost statesman of the South, before his death said to the writer that Grover Cleveland was the last opponent of protection that the South would solidly support. He foresaw, years ago, with the rare sagacity of a great mind, the events of to-day, and they are events to which no observant man can long close his eyes.

## The Plain Truth.

THE failure of the great publishing house of Harper & Brothers, with a very meagre show of assets, is charged in part with the responsibility for the failure of another old and eminent publishing firm, D. Appleton & Co., of New York; for it is said that the Harper failure led bankers to question the expediency of making generous loans to publishers. The Appletons was one of the oldest firms in the country and for many years did a prosperous and profitable business. One of its specialties was the sale of books on the installment plan, and, curiously enough, the prosperous conditions of trade led to such an extension of these sales that the concern found itself burdened with more business than it could profitably conduct on its restricted capital. Of the \$1,828,000 of sales last year by the Appletons, over \$1,000,000 was paid on the installment plan, \$729,000 by the wholesale trade, and a little more than \$21,000 was received from retail sales. As installment contracts ran from six months to three years before the completion of the transaction, and as heavy advances were made to salesmen and canvassers, to which must be added the cost of the production of the books, the extension of the installment business required an abundance of capital. When this could not be obtained the assignment followed. All of the numerous friends of the firm will hope to see it speedily re-established and started anew on a well-deserved career of prosperity.

The first Presidential gun on the administration's side was fired by our eloquent Secretary of the Navy, the Hon. John D. Long, in his recent address before the Middlesex Club at Boston. He admitted that the President had been censured for his failure to intervene in the South African war, but he pointed out that the chief executive had done more than any other nation has been willing to do, namely, to convey to England a tender of good offices in aid of peace in South Africa. Secretary Long also admitted that our territorial acquisitions have brought us most serious problems, but he asked the critics of the administration not to spin theories of what might have been done, but to co-operate in the honest effort now being made to discharge the duty which the possession of the Philippines has devolved upon us. He said that more than half the people of the Philippines are adapting themselves cordially to the new and better order of things; that industrial, mercantile, and property interests are welcoming the prospect of a stable, protecting government; that municipal governments have been established in many places, and that a commission is now establishing local and general governments, in which the Filipinos are to have a share. He asked the anti-imperialists to accept existing conditions as the administration has been obliged to accept them, and to unite in a patriotic effort to make the most of them. Secretary Long's Boston speech was eloquent, judicial in tone, logical in argument, and should be convincing in effect.

No one who knows Secretary of War Root will believe that he has, by performing an illegal act, imperiled the high reputation he has achieved in his profession and in his private life. The charge of the anti-administration papers that Mr. Root arranged for an illegal loan by the State Trust Company, of New York, in which he is a director, is based altogether on a technicality. No one lost a cent by the making of the loan. No interests were jeopardized, no wrong was inflicted. Trust companies and banks live under the severe restrictions of laws which are intended to safeguard those who do business with such institutions. Constructive violations of technical requirements are made occasionally by nearly every great corporation. It is difficult to escape them. The intent is the primary consideration, and an emergency may justify an occasional stretching of the privileges of a bank, a railroad, or any other corporation. It is unfair to seek a pretext to assail men standing high in public life and intrusted with great official responsibilities. Such men are entitled to the respect and support of the people. The recklessness with which our public men are accused by political journals does infinite harm. It leads foreigners to misjudge us and it blunts our own susceptibilities. If journals making accusations of wrong-doing would follow them up by a resort to the regular mode of procedure in the courts against the accused no one would complain. But this is never done. Is it a wonder that the people question the honesty of the newspapers, even when they have truth on their side, in the exposure of wrong-doing?



## PEOPLE TALKED ABOUT

—NOT in many a year has the fire-fiend claimed for its own a more renowned, more beautiful, and more attractive victim



JANE HENRIOT, THE BRILLIANT YOUNG ACTRESS WHO WAS BURNED TO DEATH.

than the Théâtre Français, of Paris, which went up in smoke and flame on the afternoon of March 8th. Lovers of the drama the world over were shocked and saddened at the loss of this historic temple, the scene of many of the most wonderful creations of modern dramatic art, and redolent with the memories of Molière, Corneille, Racine, Rachel, and many others of the brightest stars that have shone on the world of art in modern times. Fortunately, the fire occurred at a time of day when no performance was in progress, and only a few lives were sacrificed. But among these few was one whose death cast a deep shadow over many lives—Mademoiselle Jane Henriot, a beautiful, blue-eyed girl, whose sunny nature was said to be the joy of the Comédie Française. Mademoiselle Henriot was only twenty years of age, and made her début only a few months ago on the stage of the Théâtre Français. She was in the theatre that afternoon preparing for her part in a production of "Bajazet," Racine's tragedy, and was overcome by the smoke and flames in her dressing-room. Here her half-charred body was afterward found and carried to the morgue by a fireman. Thus came an ending, sudden and terrible, to a life of brilliant promise.

—Among other excellent methods adopted by the order of the Sons of the Revolution in New York State for the promotion of patriotism is that of offering a number of valuable prizes each year to the high-school pupils of the State for the best essay on George Washington as a general. The winners this year were announced at the recent annual banquet of the sons at Delmonico's. Eighty-nine essays were submitted in competition, and prizes of three grades were awarded. The first prize, a gold medal, fell to William L. Ransom, of Jamestown, N. Y. Mr. Ransom is a young man of unusual abilities, and this is not the first honor he has



WILLIAM L. RANSOM, THE YOUNG WINNER OF A GOLD MEDAL.

won for excellence in literary and educational contests. He was graduated from the Jamestown high school last year, the youngest member of his class. His sixteenth birthday occurred on the day following his graduation. Mr. Ransom is an editorial contributor to several city dailies, and is the possessor of a lucid and convincing style. It is purposed that the gold medal shall be presented to him at the commencement exercises of the Jamestown high school by the local chapter of the Sons of the Revolution.

—President McKinley has just rewarded another hero of the Spanish war by appointing Corporal W. P. Kenibbs, late of the Seventh Infantry, as consular agent of the United States at Nelson, British Columbia. Kenibbs has been the commander of the Legion of Spanish-American War Veterans. He was at the battle of El Caney, where he passed through an experience unequalled, perhaps, by any other soldier in the service of Uncle Sam on Cuban soil. He was struck by six bullets, and, save for the partial loss of his voice, is as well as ever to-day. The first shot entered the right knee and passed out through the back of the leg. A moment later another passed through the flesh of the middle finger of his left hand, smashing his rifle-stock. The third inflicted a scalp wound. No. 4 entered his right side, dislodging two cartridges in his belt without exploding them. Following closely came bullet No. 5, smashing his front teeth. Bullet No. 6 put him out of the fighting that day. It plowed its way through the cheek, entering near the ear, passed through the head, emerging back of the right ear. In due time Kenibbs arrived at Governor's Island, New York, where he was nursed and returned to his home in Boston. Corporal Kenibbs was honorably mustered out of the service for total disability. No. 6 bullet came very near destroying his fine musical voice alto-



CORPORAL KENIBBS, WHO WAS SHOT SIX TIMES AT EL CANEY.

gether, but after six months' rest and nursing he recovered sufficiently to be able to start on a course of lectures dealing with his experiences as one of Uncle Sam's soldiers on Cuban soil. Prior to his war experiences Corporal Kenibbs had a local reputation as a sweet singer, but he never expects to be able to use his voice in this direction again. Through his efforts the society which he commands was organized.

—If there is a union ticket of the Democrats, Populists, and free-silver Republicans next fall Judge Henry Clay Caldwell, of Arkansas, expects second place on the ticket. At a recent meeting of the Populist national committee at Lincoln, Neb., it was decided to demand his nomination of the Populist national convention on May 9th. He will be a strong candidate. He is a West Virginian, but removed to Iowa when a boy, over sixty years ago, and is thoroughly Western in his ideas and sympathies. He served in the Union army during the Civil War and became colonel of a cavalry regiment. In 1864 President Lincoln honored him with the appointment of United States District Judge for Arkansas, a place which he held with such acceptability that in 1890 President Harrison gave him a still higher judicial rank by appointing him judge of the Eighth United States Circuit, the area of his jurisdiction extending over ten States and four Territories. Judge Caldwell is still in the full tide of life, health, and strength.



JUDGE HENRY CLAY CALDWELL, A DEMOCRATIC POSSIBILITY FOR THE VICE-PRESIDENCY.

—Converts to Christianity are very rare among the Chinese in the United States, considering the amount of missionary effort that has been expended on them, and rarer still are the men of the yellow race who have advanced far enough in Christian life and learning to be considered fit to enter the sacred profession of the ministry. In fact, there is said to be at present but one regularly ordained Chinese minister in the United States, and his name is Jee Gam. Mr. Gam came over to San Francisco in 1863, was soon after converted, and for twenty-nine years



THE REV. JEE GAM, ONLY ORDAINED CHINESE CLERGYMAN IN THE UNITED STATES.

has been doing excellent and effective service as a missionary and an interpreter among his countrymen in Oakland. Mr. Gam still dresses in the costume of his people and wears a queue, after the orthodox Chinese fashion, because, he says, he has more influence among the men of his race when he appears in this guise than if he adopted the American style. He speaks English fluently and is thoroughly Americanized in most respects.

—One of the latest and most notable additions to London society is the pretty daughter-in-law of Lord and Lady Londonderry, whose marriage in the late autumn aroused so much interest in English and Irish society. Née Miss Edith Chaplin, Lady Castlereagh is one of the two daughters of Mr. Chaplin, president of the local government board. Owing to the premature death of their mother the sisters have been chaperoned by the Duchess of Sutherland, and the wedding took place from Stafford House. Owing to her father's position, Lady Castlereagh saw a good deal of political society before her marriage, and she is said to be as



LADY CASTLEREAGH, A LONDON BEAUTY RECENTLY MARRIED.

brilliant a conversationist as she is a horsewoman, two facts which should stand her in good stead with her husband's quick-witted countrymen. Lady Castlereagh has many other accomplishments, and is deeply interested in many lines of good work outside of her social duties.

—A hero is Harry L. von Trott, a Milwaukee Christian Endeavorer, and as modest and loyal to Endeavor principles as he has proved himself brave. He swam recently from a stranded ship in the bay of Coatzacoalcas, off the Mexican coast, through water infested with sharks, over surf-beaten rocks, to bring relief to the imperiled passengers. Before plunging in he removed his Endeavor pin from his coat and fastened it into the clothing in which he swam. While his clothes were drying, after his valorous feat, his pockets were rifled of everything, but the pin was left untouched. It was all he saved. But out of the

wreck comes a shining example of Christian daring for others that proves once more the existence in the young, and in the world, of courage and unselfishness. The young man is a pronounced Endeavorer, a comrade of the quiet hour given to devotion, and a member of the Tenth Legion, contributing for beneficent purposes one-tenth of his income. He is a graduate of the agricultural college connected with the University of Wisconsin.

—The lady war correspondent is a product of the South African war, for there have been several who have set out for the front and sent letters to the newspapers. Of these, the most notable is Lady Sarah Wilson, the sister of the Duke of Marlborough, and who was, before her marriage, Lady Sarah Spencer-Churchill. She has really no legal right to the title lady, as it is merely a so-called courtesy title, and she is really plain Mrs. Wilson. Lady Sarah went out with the first troops, and she is the correspondent for the London Daily Mail. She has not proved herself a very brave correspondent, for she fled to the seashore as soon as the war really began, and has been making up her letters to the Daily Mail from reports brought from the



LADY SARAH WILSON, THE FIRST NOBLEWOMAN TO BE A WAR CORRESPONDENT.

seat of war by stragglers and others who happened along. The fact that the letters are written by the Duke of Marlborough's sister gives them their only interest. Lady Sarah's husband is at the front, and has been doing brave service.

—Lovers of manly sports in France and Germany have been treated to some specially fine exhibitions in fisticuffs during the past year by Mr. Jack H. Lewis, a plucky and stalwart negro from the United States. Lewis first appeared in Paris, where he sparred with a number of local celebrities, and afterward made a tour of France, meeting and defeating a large number of French pugilists in sparring matches, and winning praise everywhere for his skill and pluck. He passed from France to Germany, and has been for some time in Berlin giving sparring lessons to young men in the German capital, and occasionally having a friendly bout with some German devotee of the ring. He has met Heinrich Nieman, the noted athlete, among others, and has invariably come off from his contests with flying colors. He has given out a challenge to German pugilists in general to meet him on even terms. Lewis is about twenty-eight years of age, and has the spirit and physique of a true champion of his class.



JACK H. LEWIS, THE NEGRO SAMSON WHO IS CREATING A SENSATION IN EUROPE.

—Not in many years has any issue been before Congress more weighty or more significant, and one that has called forth a higher order of oratory and statesmanship, than that raised by the bill imposing a tariff on Porto Rico. The questions involved as to the constitutionality of the measure and the duties and obligations of the Federal government toward our new possession were, for the most part, entirely new and without precedent, and the discussion of them gave adequate occasion for the display of the finest eloquence and the keenest thought at the command of both parties to the controversy. In the debate over the bill in the House the most brilliant and masterful speech was undoubtedly that made by the Hon. Charles E. Littlefield, Representative from the Second Maine District. Mr. Littlefield differed from the majority of his Republican associates on the bill, and made a speech in the opposition which at once placed him in the front rank as a fearless, independent, and powerful debater of national issues. His speech had a large, though not a determining influence on the final vote on the bill, as well as on the sentiment of the country at large, and effectually disposed of the notion that oratorical ability and eloquence in Congressional debate does not count in these days. It also made the fact evident that the old Pine-tree State, the home of Fessenden and Blaine, has still other sons to give to the service of their country as noble, as gifted, and as patriotic as any who have brought glory to her name in the past.



CONGRESSMAN LITTLEFIELD, MADE FAMOUS BY A SINGLE SPEECH.





STUART ROBSON'S NEW PLAY, "OLIVER GOLDSMITH," AT THE FIFTH AVENUE THEATRE—WALTER HALL AS "EDMUND BURKE," STUART ROBSON AS "OLIVER GOLDSMITH," HENRY E. DIXEY AS "DAVID GARRICK," FLORENCE ROCKWELL AS "MARY HORNECK."



THE IRREPRESSIBLE TONY PASTOR.

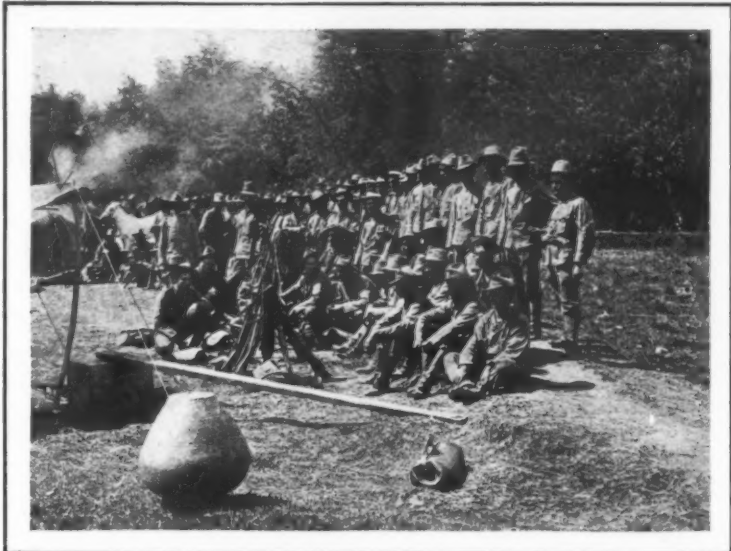


BLANCHE BATES, IN BELASCO'S ORIGINAL CREATION OF "MADAME BUTTERFLY."



WEBER & FIELDS' CLEVER BURLESQUE ON "SAPHO"—LOU FIELDS AS "FRANCINE," PETER F. DAILEY AS "JEAN," JOSEPH WEBER AS "JOSEPH," THE KID, MAY ROBSON AS "SAPOLIO."





COMPANY I, TWENTY-SECOND UNITED STATES INFANTRY, RESTING AT MALOLOS AFTER A MARCH.



CAMP OF THE TWENTY-SECOND UNITED STATES INFANTRY IN BIVOUAC, NEAR MALOLOS.



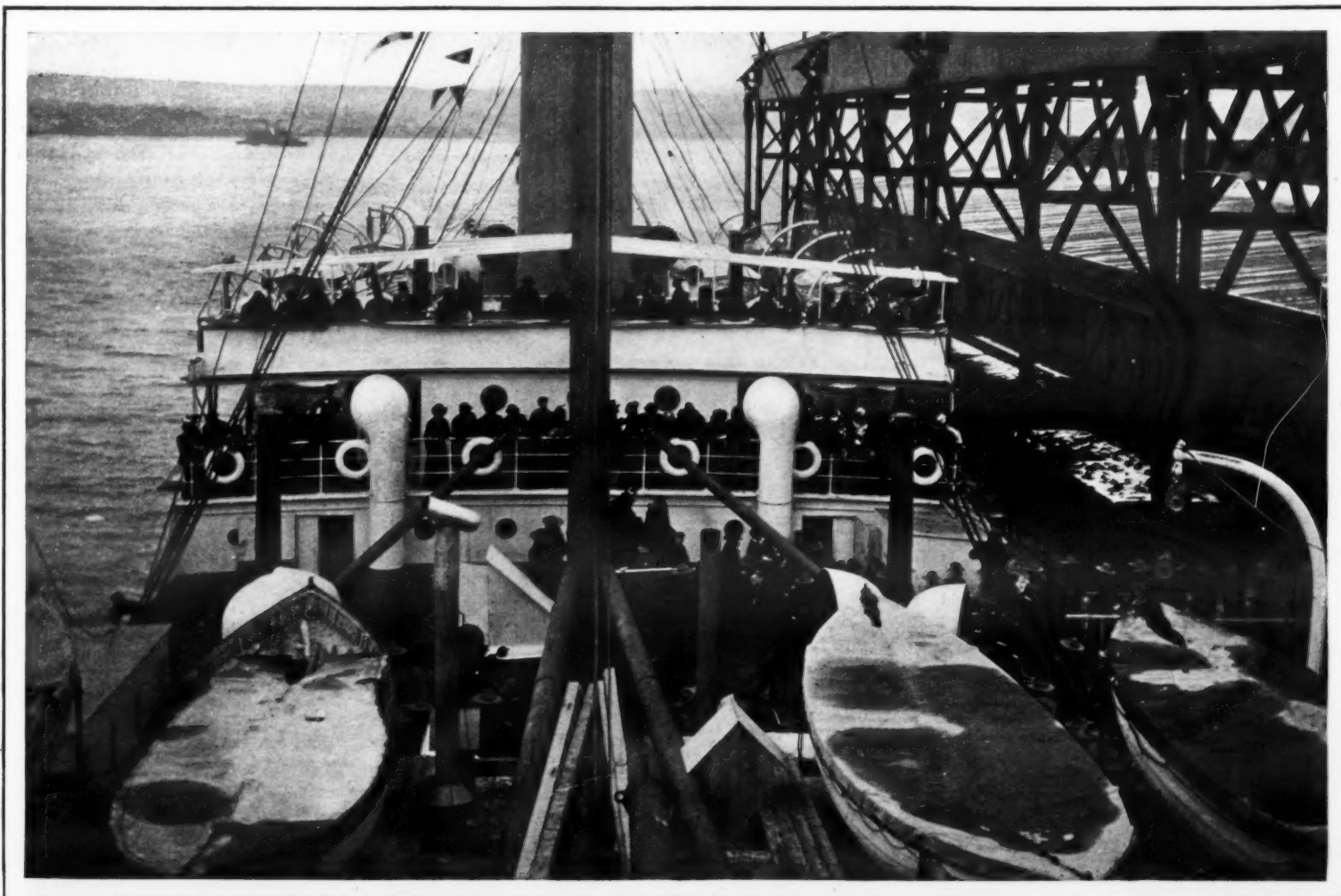
UNCLE SAM'S FIGHTERS MARCHING FROM MALOLOS AFTER A SKIRMISH.



GOING IN SEARCH OF AGUINALDO.

### THE FIGHTING IN THE PHILIPPINES.

AMERICAN SOLDIERS STILL FIND PLENTY OF WORK TO DO IN PURSUING THE AGILE AGUINALDO.—FROM STEREOSCOPIC PHOTOGRAPHS BY UNDERWOOD & UNDERWOOD, NEW YORK.



CANADIAN RE-ENFORCEMENTS FOR THE BRITISH IN SOUTH AFRICA EMBARKING AT HALIFAX.—Photographed for "Leslie's Weekly" by Gauvin & Gentzell.



# GENERAL OTIS AND THE PHILIPPINE CAMPAIGN.

AN INSIDE VIEW OF A PERPLEXING AND MISUNDERSTOOD SITUATION—ADMIRAL DEWEY CRITICISED—THE MYSTERY OF GENERAL MERRITT'S RETIREMENT—WAS ALGER TO BLAME?—GENERAL OTIS HAS DONE WELL IN SPITE OF HAMPERING CONDITIONS.

(From our Special Correspondent in Manila.)

MANILA, February 10th, 1900.—To form a true estimate of General Otis, it is well to first carefully consider the task which he has had to accomplish, the difficulties which have hampered his performance of this task, and then determine whether he has or has not attained his end and what measure of credit is his due.

When it became clear that a conquest of the Filipinos was necessary before these islands could be occupied and governed by the Americans, the first duty which fell upon the American government was to appoint a military commander, and next to provide him with a sufficient military force (using the word military in its wider sense, which also includes naval) to enable him to thoroughly crush the land forces, to occupy such positions as would make it impossible for the enemy to re-form in force, and to destroy his source of supplies by sea. That was the military problem which General Otis had to solve on the retirement of General Merritt. Now let us examine the material which he was given with which to accomplish this purpose, and the real requirements of the case.

It is necessary to point out that in a military as well as a political sense Luzon was the key to the whole position. The duty of a military commander was to isolate this island from the other surrounding groups, and for the time being allow such insurgents as might be in these other islands plenty of room for demonstrations among themselves, but carefully preventing them from joining, sending supplies to, or in any way communicating with their main army in Luzon—it being necessary, of course, to garrison such towns on these other islands as contained a white population. If this white population were small, a wiser policy in a case where troops were scarce would have been to temporarily remove these white people and for the moment leave such island or islands alone.

This reduces the problem to a simple, understandable task, more or less easy of accomplishment according to the strength of the enemy, the force sent against him, and the intelligent co-operation of the naval part of the force in cutting off his supply of arms and ammunition. If you conquer Luzon you destroy the insurrection. It needs no extensive military education to appreciate that with Luzon in undisputed possession, the other islands could be taken in detail. This tactical fact clearly demonstrated, disposes of the unintelligent critic who has been very noisily proclaiming the impossibility of blockading the whole of the Philippine Islands, and bombastically declaring that the combined navies of the world could not do that. It is a simple fact that a fleet composed of ships which could have readily been spared from the home stations, augmented by a number of smaller vessels easily obtainable in the United States, would have amply sufficed to completely blockade Luzon. The insurgents had no navy, no sea power at all, and yet for lack of a sufficient naval force to blockade even the principal ports and possible landing-places for contraband of war, not only has a steady traffic in arms and ammunition been permitted, but certain trading-vessels which one could name have actually paid tribute-money to Aguinaldo for permission to trade unmolested in his ports!

General Otis wanted such a fleet, and endeavored to obtain it, in spite of the apathetic, not to say hostile, attitude of the squadron in Philippine waters. He went so far as to purchase a number of small vessels of a good type for this work, but Admiral Dewey apparently could not see his way to supply them with crews, or even with men to navigate the vessels! Since Admiral Watson has been in command these vessels have been a valuable auxiliary to the land forces. The insurrection is practically crushed, but the strain upon the land forces has been greater, and an extra number of troops has been required, in exact ratio to the number of guns which were allowed to reach the insurgent ranks and to the degree of encouragement which this ready and almost undisputed source of supply gave to the Filipino army.

The position in which General Otis found himself at the outset was not encouraging. No one outside of a small group which includes the President, the heads of the War Department, and General Otis himself will ever know the real motives for certain courses which have been pursued in the conduct of this campaign. Reviewing the situation with an intimate knowledge of what has occurred both in the United States and in the Philippines, it is possible to see somewhat behind the veil. That General Otis has been a faithful servant of President McKinley's administration is now beyond question. That the motives which inspired his orders were purely in the interest of rapidly and successfully ending the war is by no means so clear. The administration had concluded its treaty with Spain and taken over these islands.

Whether the government of the Philippine Islands could have been assumed peaceably or not every one has the privilege of doubting. After carefully studying the conditions which existed for some years immediately preceding the assumption of sovereignty by the United States, and considering the hopeless ignorance of even the most educated Filipinos regarding all civilized countries, and America in particular, my own opinion is that everything favored armed opposition to a new Power. As it happened, the insurrection became a fact, and to the administration an ugly one. The people of America were divided on the question of the new policy of expansion. The administration had just concluded one expensive war, paid a heavy price for an archipelago on the other side of the earth which few people knew anything about, and before it could learn whether the country approved or no, it found itself in the unfortunate position of having to conquer the country which it had just bought. Under these circumstances it is not astonishing that a desire for an economical policy should possess the government, and that instructions be given the commanding

general to act accordingly. There is some mystery surrounding General Merritt's retirement from command which may possibly be explained by his refusing to have his hands tied or his supplies limited in such a way as to render even the best military ability useless. Secretary Alger might have hoped to see General Merritt in the public pillory where General Otis has so grimly stood.

Until the Philippine insurrection brought his name prominently before the world, General Otis was more or less obscure. He was considered to be an able commander, and had no indifferent record. Subsequently, events have proved that in him the administration found its man—that is to say, he has fought his battles and kept his accounts with a steady eye on orders from Washington. That the result has not been brilliant in a military sense is partly due to the limitations imposed, the conditions prevailing in the army given General Otis to work with, and partly due to his slowness in learning how to fight the *insurrectos*. The lack of political success and the unmistakable public disapproval of the government's conduct of the war is the price which has been paid for an ill-timed attempt at economy and an underestimation of the military problem in hand.

General Otis had other equally grave difficulties in the way of carrying on a rapid, successful campaign. The bulk of his army consisted of volunteers. Unfortunately, many of them considered that they had no particular business in these islands, and only waited for the first opportunity to embark for home. He found himself in command of a dissolving army, a situation that had to be considered well beforehand in order that a fresh supply of troops might be provided as rapidly as possible to fill the place of the troops mustered out. Under these circumstances the permanent disposition of troops was impossible. With the possibility of a temporarily-reduced command, the concentration of a considerable proportion of the available forces in Manila and the adjacent country was the only wise policy.

Until a permanent force of troops was in the island the policy of weakening the defense of Manila and the country held, to create columns strong enough to sweep the island, would have been short-sighted, if one takes a comprehensive view of the result aimed at and the best way to accomplish it. Yet in a measure this very policy was pursued, but there is little doubt that it was done to appease the press in America, which was at that time loudly calling for a rapid and vigorous conduct of the campaign, utterly oblivious, as the press usually is, to the difficulties which the commanding general was hampered by, and then attempting to overcome. It may have been that General Otis realized the bad effect on both officers and men of an extended period of inactivity in face of an aggressive and numerous enemy, and, to obviate this, ordered the various operations which General Lawton and General MacArthur so successfully conducted, knowing full well that with his diminishing command and, above all things, his lack of means of transporting commissary and other supplies to the advanced positions, much of the territory gained would have to be abandoned until such time as he had sufficient permanent forces with which to garrison the conquered towns.

One more reason which no doubt added its weight to the others in favor of those apparently meaningless operations in which territory was taken and abandoned, was the idea of keeping the Filipinos continually worried, and impressing them with the belief that they could be driven from any position which they might occupy, no matter how strong. Before all the volunteers had embarked for the United States, and long before any considerable reinforcements had begun to arrive in Luzon, the rainy season suspended any operations on a large scale.

It was no doubt partly in response to the agitation in the press that the present volunteer army was sent to end the insurrection, but there can be no doubt that General Otis was in communication with the War Department on the subject of reinforcements before that agitation became general.

The press is prone to seize upon a man who happens to be occupying a certain position, and load all the abuse upon him for his own faults and all the accumulative faults of a system which for the time being he is suffering under. General Otis was treated to broadsides of virulent abuse, while the volunteers themselves and the system of a volunteer army which, in the Spanish-American war and in the Filipino insurrection, had abundantly proved itself a failure were allowed to go Scot free. Had General Otis been supplied at the start with a sufficient force of permanent, well-drilled troops, equipped with the full complement of mule-trains, each attached to its own regiment, and had a fleet of the proper class of vessels co-operated with the land forces, the press and the public generally would have had little to comment upon as far as the rapidity and success of the campaign were concerned.

The absolute success of the fall and winter campaign has not been due so much to an excellent army as it has been to an extremely incompetent enemy. Let no one think that in this statement is implied one word of disparagement to officers or men. On the contrary, there is no finer body of men in any army of the world, and, where the officers are of the regular service, no better officers; but a number of fine officers leavened by a sprinkling of incompetents and worse, put there by political "pull," in charge of men for a great part raw and undrilled, lacking in means of transportation for supplies overland, does not make a fine army, such as the United States ought to have, and which could be relied upon to operate brilliantly against any troops which it might be called upon to face.

If the people and the press would take up this question with half the vigor which has been expended in damning General Otis perhaps a few backsliding Congressmen might be brought in line to push through a sound army bill. After all, consid-

ering what General Otis has accomplished in spite of things by sheer dogged determination and hard work, will not every fair-minded American who has not been hopelessly biased by press attacks willingly admit that the commanding general in the Philippines has earned the gratitude and praise of his countrymen in breaking the strength of the insurrection in one year from the time he took it in hand?

That General Otis has been mistaken in much of his policy there is every reason to believe. His original mistake of assuming that one mind could busy itself with all the petty details of a city government and at the same time comprehensively grasp the larger problem of forming an army and breaking an insurrection has had a most unfortunate effect on both the conduct of the campaign and the government of Manila. After fairly considering the tremendous nature of the difficulties which confronted him in the military problem and the heavy task which such a campaign even under the most favorable circumstances necessarily is, it is difficult to understand why he insisted upon wasting his energies upon such trivial matters as issuing licenses to Chinamen.

General Otis's policy of insisting upon petty matters being brought to headquarters, which in a well-organized army would be settled by division, brigade, or regimental commanders, thus relieving the press of work on the brains of the organization, has been disastrous in the extreme. "It is annoying to the various responsible officers to have to refer every matter to headquarters; it wastes the time of a regimental adjutant to have to obtain six signatures from officers at four different points in Manila to obtain a few saddles or tent poles. In sultry weather these things rankle, and the army kicks its heels waiting for the overworked head to settle a matter which should never go beyond the colonel."

The one great evil which has locked the movements of the columns and overworked everybody has been the lack of mule-wagons and pack-mules to supply the troops in the field. No general, were he as clever as Napoleon himself or as careful as the Duke of Wellington, could have successfully and brilliantly conducted this campaign while sitting in Manila. Who could learn the deadly paralysis which a bull commissary-train is to an army without seeing it day in and day out? Who could understand the imbecility of sending out an army so equipped that it had to stick to the roads while the enemy could retreat across the fields unmolested, unpursued? Who could realize the hundred and one vital points while sitting in a chair arguing local questions and receiving reports necessarily couched in more or less deferential terms as to a superior officer? General Lawton did his best to obtain the necessary relief from the awful misery of bull-carts. He failed. When the bulls died he yoked American soldiers in his carts and twenty or thirty of them hauled the trucks through the mud!

General Bell, when colonel of the Thirty-sixth, had the best-equipped regiment in the Philippine Islands for chasing *insurrectos*. He did not wait on headquarters. He got a few mules; ponies were drawn from the surrounding country. He formed a pack-train, used Chinos as carriers, and had a few mounted infantry. When engaged in rapid work he had not a single thing on wheels in his command. He could chase Filipinos anywhere, and he did. He ran them into the mountains, followed them, and beat them on their chosen ground. General Bell's work with the Thirty-sixth has been a brilliant comment on the lack of military astuteness which the palace has shown in failing to create an army of the proper type to fight an enemy of this particular character.

General Otis has no doubt acted well up to his conception of what the situation required. Had he dropped the government of Manila and obtained his information at first hand in the field, how many days would he have watched Uncle Sam's boys yoked to a cart like cattle to drag the little food they got? How long would he have remained unimpressed by ugly looks from officers, where words would be insubordination? How long before he would have grasped the fact that America would rather buy two mules than lose one of her sons? SYDNEY ADAMSON.

## Thanks from England.

When failure and disaster dimmed  
The light of England's fame,  
When mocking Pow'rs rejoiced to see  
Abased her haughty name;  
When they beside our prostrate dead  
Imagined they were great,  
And o'er our gallant slain was heard  
The laughter of their hate,  
Then, grander than the mocking world,  
And gentler than the brave,  
America, you had a sigh  
For ev'ry British grave.  
You gave us help, you gave us love  
Warm from your mighty soul;  
These things in Britain a memory  
Shall live while years do roll.  
And high among our gleaming bays  
That love of yours shall twine,  
And, with our vict'ries, down the age  
Imperishably shine.  
There is a natural law that gives  
To those by friendship bound  
A spiritual strength that is  
In friendship only found.  
So, 'mid the crumbling thrones of time  
We'll hold a surer place,  
And while earth lays shall never fall  
The Anglo-Saxon race. ALICIA T. WALLACE.

Boscombe, Bournemouth, England.



## Shall We Be a Maritime Power?

(Continued from page 262.)

trade is concerned, still restricting the coasting trade to American-built vessels. The registry law and the coasting law are essentially distinct propositions, and the notion that they are one is a source of prevalent error. Under the coasting law, by which only American-built vessels can carry from one American port to another, our coasting trade has grown rapidly until it is greater in tonnage than the coasting trade of any other nation. To this law our ship-yards virtually owe their existence to day, for our sea-going steamships in foreign trade on June 30th, 1899, built here during the previous ten years, amounted to only 92,468 gross tons, and over half of this tonnage was built under the postal subsidy act of 1891. One British shipyard during the calendar year 1899 built nearly 84,000 gross tons.

The passage of a bill admitting foreign-built vessels to American registry for the purpose of engaging in our coasting trade would undoubtedly lead to a rapid increase in our sea-going tonnage, for that trade has a sufficient money value to attract British-built steamships under 4,000 tons, suitable for coasting purposes. It would as surely deal a blow to our ship-building interests on the seaboard from which they would not recover for years to come, and indirectly it would affect unfavorably the industries which contribute to domestic ship-building. Every legal opportunity to enter the coasting trade of the United States is eagerly seized by those owning foreign-built vessels.

The situation so far as the foreign trade is concerned is radically different. There, from the nature of things, a vessel under the American flag has practically no advantages over a foreign-built vessel. In six years' experience I have not known of even one instance where application has been made for the registry of a foreign-built vessel exclusively for the purpose of engaging in the foreign trade. To make the statement even stronger, five years ago a bill was introduced in Congress providing for the registry for foreign trade of certain large transoceanic steamships under foreign flags but owned by American capital, and the owners of these vessels stated that they could not avail themselves of the bill, if passed.

A law admitting British-built vessels to American registry for foreign trade would offer but one inducement, exemption from the British load-line law, which would be more than offset by our laws requiring the officers of American vessels to be American citizens and establishing higher standards of living for the crews, and by the custom which fixes American wages on shipboard much above British wages. British-built vessels can escape the load-line law by going under the German or Norwegian flag, and can get the further advantage of the lower wages and standards of living under those flags than under the British. So far as the foreign trade is concerned, the registry law has done nothing to promote American ship-building, and it does not appear how its repeal would promote American ship-owning under the flag, unless accompanied by legislation repealing the laws concerning American officers and recent laws concerning seamen, and by the wholesale adoption of a practice of shipping crews abroad, with a restoration of heavy penalties for desertion in ports of the United States.

Modern steel ship-building, as shown by the recent history of Great Britain, Germany, France, and Italy, has followed this order: First, the building of war-vessels and government vessels entirely at the expense of government in private yards without regard to cost; second, the building of subsidized mail steamships by a combination of national and private capital, with only qualified regard to cost; and, finally, the construction of slow cargo steamships. Great Britain has passed through all these stages, Germany is making rapid progress through the first two and has just entered on the third, and France has passed through the first and made good progress with the second. The United States has passed through the first, and has made an attempt—successful to a limited extent—in the second, under the postal subsidy act of 1891.

The act of 1891 was unscientific in its original construction, and during its passage through Congress was so amended as to be practically useless, until re-enforced by supplementary legislation and by conditions growing out of our war with Spain. During nearly nine years of its operation only eight ocean steamships have been built in the United States under its provisions. We have built no cargo steamers for foreign trade. If we are to accept the experience of successful maritime nations, the recasting of the postal subsidy act of 1891 is an immediate necessity to the domestic building of fast ocean steel steamships for foreign trade.

Will such a measure be sufficient to create an American merchant marine in foreign trade under the American flag? Unquestionably it will not, for adverse conditions of construction must be considered, as well as adverse conditions of operation already noted. The first and most important of these unfavorable conditions is the fact that Great Britain was never before so far ahead of the United States in the scale on which commercial ship-building is conducted in the two countries as to-day. Two British ship-yards, one with an output of 77,501 gross tons, and another with an output of 82,634 gross tons, each built more steel steam-vessels during the year just closed than the entire output

of steel steam-vessels for the year on the whole seaboard of the United States—54,643 gross tons—yet our construction of this description was the largest in our history. When it is further considered that our own product was almost wholly under the protection of the coasting laws, while the British product is almost wholly for foreign trade, the long lead we have to overcome is even more patent.

Relative cost of material and relative wages and efficiency of labor are not the only elements to be considered in forecasting our future as a ship-building nation for the foreign trade. The scale on which the industry is conducted is of even greater importance, though in the last analysis it rests on the other two factors. The railroad mileage of the United States is considerably greater than that of all Europe, and in all that relates to railroad construction, the building of locomotives, the manufacture of structural steel for railroad bridges, and the making of steel rails, American capital and labor are employed on a larger scale, and consequently are much more efficient, than anywhere else in the world. For 1898 our greatest single export of steel manufactures was \$4,613,376 of steel rails, and our next greatest (except miscellaneous builders' hardware) was \$3,883,719 worth of locomotives. We can export locomotives, rails, and bridges in competition with Great Britain, because our railroad system is eight times greater than Great Britain's. Great Britain can "export" (i. e., sell to foreigners) steel steamships because she manufactures on a scale from fifteen to twenty times greater than the United States. During the calendar year 1899 Great Britain not only built practically all her own shipping, but also sold to foreign nations, or "exported," \$45,000,000 of shipping. From our export of railroad materials, we are far from justified in concluding that we can build at once steel steamships for foreign trade.

Under existing conditions we shall continuously export ship-plates, angles, and beams on a large scale, not in sporadic instances, long before we begin to build the ships themselves. We shall build the smaller types of merchant steamships for Japan, and possibly for Norway and Germany, before we build and navigate them ourselves. We shall not build and navigate the larger and faster types of mail steamships until we adopt measures similar to those employed by other nations.

Existing conditions are not inherent and insuperable obstacles to our appearance as a maritime commercial nation. They can be modified by legislation so as to change radically the entire situation. One proposition is to repeal all laws which require vessels in the coasting trade to be built in the United States, which require the officers of American vessels to be citizens, which prescribe a standard of living on shipboard for American seamen and give them a larger degree of personal liberty than is enjoyed by the seamen of any other nation, and a change in the custom by which the crews of American vessels are shipped, as a rule, in the United States. The opposite proposition is to invoke the co-operation of government in re-establishing American ship-building and navigation for the foreign trade, as elaborated in the bill introduced in the present Congress by Senator Frye, of Maine, and Representative Payne, of New York. There is no middle ground between these two propositions, and any effort to find one will be trifling with the situation.

EUGENE T. CHAMBERLAIN.

Washington, D. C.

## The War-cloud in Europe.

IMAGINATIVE FRENCH WRITERS AND ARTISTS GLEEFULLY DEPICT THE DOWNFALL OF THE BRITISH EMPIRE.

THAT the French people as a whole entertain a cordial hatred for the English goes without saying among all who are familiar with the history of nations for centuries past. In more than one war in Europe and in other lands during the past two or three hundred years that hatred has manifested itself in blood and carnage, and long intervals of peace have not abated its intensity.

Even in these days of peace conferences and the growth of international good-will the old roots of bitterness remain apparently as deep-reaching as ever, and as capable, on occasion, of bearing a dread fruitage of woe and death. The Fashoda incident, the Dreyfus case, and several other happenings of the past two years, have served to put an added strain on the relations between France and England, and the insults heaped upon Queen Victoria by certain comic journals of Paris since the South African war began have helped to inflame English feeling and widen the breach already existing between the two countries.

To such a pitch, in fact, has the temper of these two nations been wrought that English men and women are jeered on the streets of Paris, and it is said that her Majesty Queen Victoria will purposely avoid passing through French territory when she makes her annual visit to the Riviera this summer.

These things serve to explain how *Le Monde Illustré*, the leading pictorial weekly of Paris, justified itself in issuing an edition, recently, wholly given up to depicting in elaborate illustrations and detailed narrative an imaginative series of events resulting in the humbling of Great Britain on land and sea, the destruction of her boasted navy, the overthrow of her colonial power, and the capture by French troops of London itself. While all these cataclysmic events happen only in the dream of a patriotic and English-hating Frenchman, they are worked out on paper with a verisimilitude worthy of Jules Verne, and with a fervency of expression which shows how closely akin the wish is to the thought.

This epoch-making business is not a matter of the dim future, either, but begins exactly on July 15th, 1900. On that date the match for this international explosion is touched off by a band of Afghans who swoop down upon the railroad at Kouck, on

the Afghanistan frontier, kill the attendants, and burn up the railroad stock. This outrage is attributed to the sinister hand of England as a counter-move against the Russian advance from Merv, and when the news reaches the Czar at St. Petersburg that powerful monarch, forgetting all about The Hague love-feast and his family alliances with the English throne, sounds the call to arms and orders General Sobelev to move upon Herat at once. Eight days later the Russian force, 22,000 strong, reaches Herat from Kouck, and in a few days more the Afghanistan capital falls, and British supremacy receives its first deadly blow. "At this point," says this voracious chronicler, "began a war which was to change the face of the world."

France no sooner hears the tocsin of war sounded by Russia than she, too, rushes hot and eager into the affray. A French fleet, under Admiral Fournier, is immediately dispatched from Toulon to meet the Russian fleet at Bizerta, and these two in allied power proceed at once to Alexandria. Arriving there, it is found that Lord Cromer, the British representative in Egypt, has already been assassinated, the country has revolted, and the Khedive has seized the three British battalions and the Suez Canal.

Events move swiftly in this sanguinary, decisive, and world-paralyzing programme, and the British get the worst of it everywhere, on land and sea. Malta is soon reduced by the fire of the allied fleets, and on August 28th a fearful sea-fight occurs off the harbor of Toulon, in which the English fleet is finally overcome with awful slaughter, Admiral Fisher and Sir Charles Beresford being slain, and only one English ship—the *Royal Sovereign*—escaping from the carnage. An English land force under Lord Kitchener invading France by way of Normandy meets with a similar fate. Three thousand British are killed, Kitchener is made prisoner, and the Channel islands one by one come into possession of France.

But England's cup of woe must be filled to the brim. Her colonial dependencies, taking advantage of her reverses near at home, set up the standard of rebellion and either become independent States or fall into the possession of other Powers. Canada is generously apportioned to Uncle Sam; Australia swings off into a nation by itself; India reverts back to her former owners, and Ireland, of course, achieves that independence for which she has hoped, dreamed, and struggled so long. A republic is proclaimed in Dublin, and Queenstown turns out *en masse* to greet the Russian and French invaders. A full-page illustration is required to accentuate the imaginary joy of the Irish people over their new-found freedom. The picture shows the quays and streets of Queenstown crowded with thousands of shouting men, waving the Irish flag entwined with the emblems of Russia and France. It is a glorious day for all true sons of the old sod.

The revolt in India is a repetition in some degree of the Sepoy rebellion, with the difference that no Havelocks come this time to save the day for England. Delhi and Benares are laid waste with fire and sword, and the English are exterminated without mercy, root and branch. Kandahar also falls. Lord Roberts, who has been summoned from South Africa to command the forces here, is killed in battle, and all southern Asia is freed forever from the hated British rule.

Peace is not declared until London itself surrenders to the allied armies, that event taking place on September 20th in the midst of general rejoicing. A treaty is signed on October 25th which so readjusts the map of the world that all the school-boys have to learn their geographies over again. And the climax is capped in an appropriate manner by the death of Queen Victoria. Poor lady, she dies of a broken heart, and no wonder!

## Cost of a Trip to South Africa.

IN spite of the large American interests in the Transvaal and other parts of South Africa, no direct lines of passenger communication between the United States and that country have ever been established. All passenger traffic for the scene of the present war between the Boer and the Briton must be by way of Europe. From there one may have the choice of several lines. The steamships of the German East African line touch at Amsterdam twice a month on their way to Delagoa Bay and Durban. Steamers of the Union and Castle lines sail each Saturday from Southampton, England, for South African ports, but first go to Holland to pick up passengers and freight. The British and Colonial steamships sail every fortnight direct from London to Cape Town. They are of light draught, especially designed to cross the bar at East London and Natal, but carry only first-class passengers. Rates of passage from London to Cape Town range from \$66.43, third class, up to \$199.28, first class. The distance from London is 5,951 miles, and the average time of the voyage by royal mail steamers is seventeen days, and by other lines about twenty-one days. From New York one must add, of course, to these figures from six to nine days of time, and from \$50 to \$100 for fare. In brief, a traveler from New York to Cape Town via England might reasonably hope to make the voyage in something less than thirty days, and possibly in twenty-five, at an expense for steamer fare of from \$136.43 to about \$300, according to the accommodations desired. Most of the English lines sell through tickets to Johannesburg via Cape Town, the first class fare being \$225.13, and the additional time from Cape Town by rail about two days. It is hardly necessary to add that during the reigning unpleasantness there is no railway communication between Cape Town and Johannesburg, nor is there likely to be until the way is forced open by the British army with bayonet and cannon.

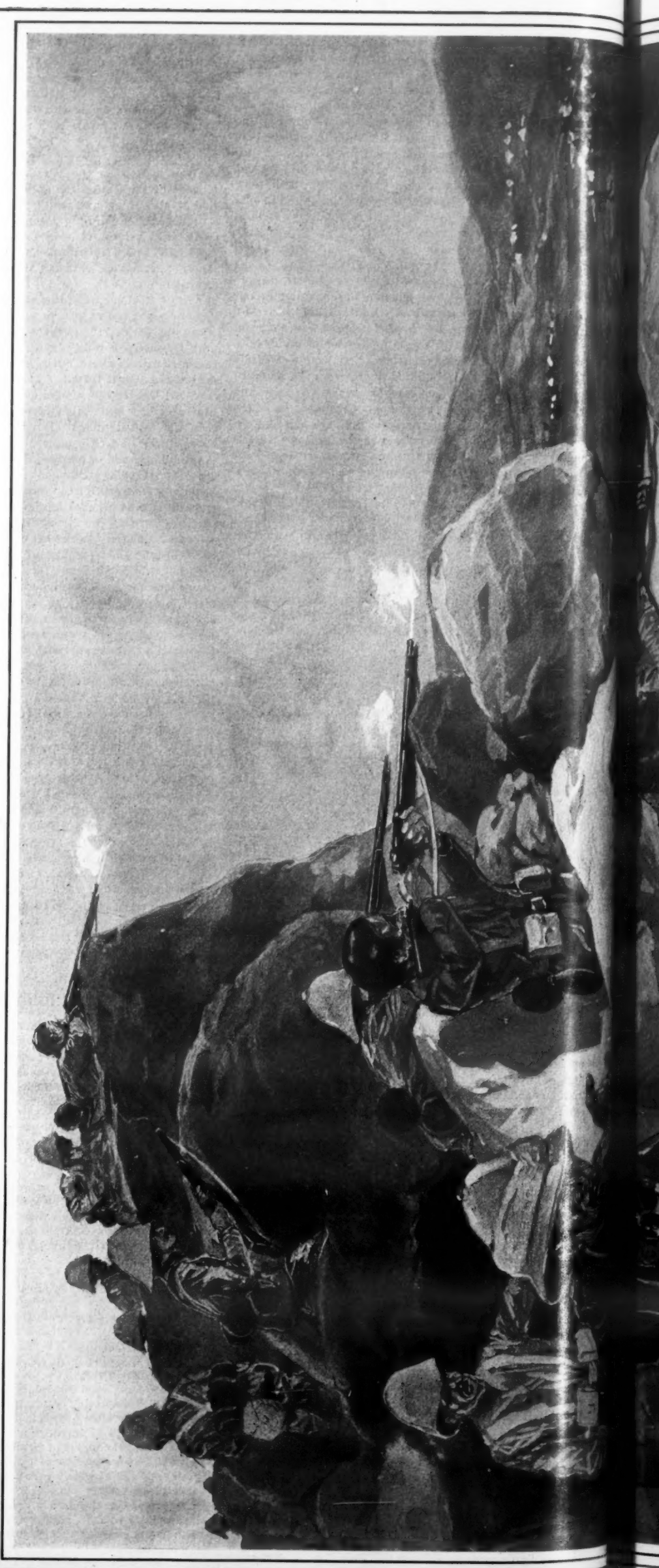
## To Amateur Photographers.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. Many of our readers have asked us to open a similar contest, and we therefore offer a prize of five dollars for the best amateur photograph received by us in each weekly contest, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and for that which bears a special relation to news events of current interest. We invite all amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for the return. All photographs entered in the contest, and not prize-winners will be subject to our use unless otherwise directed, and one dollar will be paid for each photograph that may be used. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient.





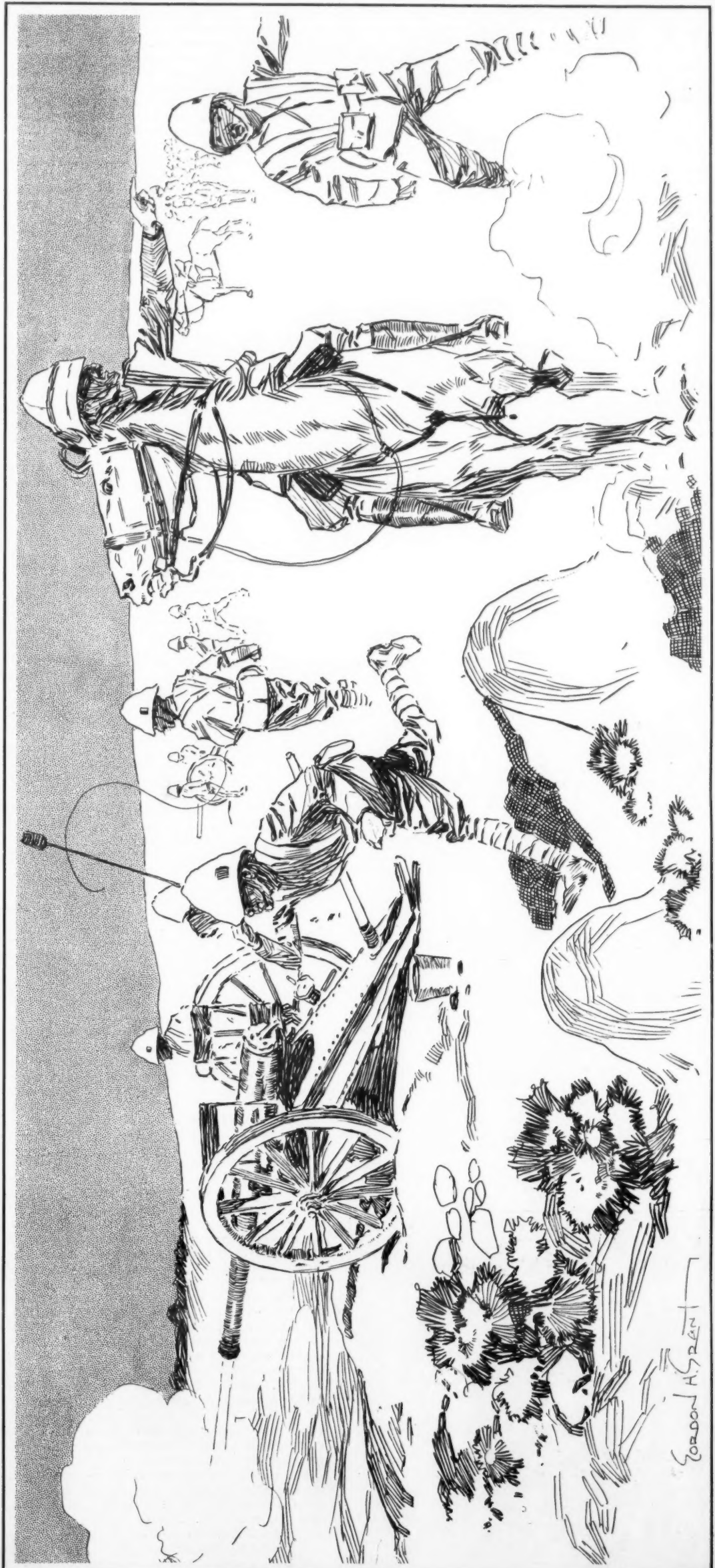
HASTENING TO THE RELIEF OF THE INFANTRY AT RENSBURG.







A WARM RECEPTION FOR THE BOERS—THE WORCESTERS, HIDDEN IN A KOPJE, IN FRONT OF THE BRITISH FORCES, SURPRISE AN ADVANCING BODY OF BOERS AND PUT THEM TO FLIGHT, NEAR RENSBURG.



THE RELIEF OF KIMBERLEY—GENERAL FRENCH'S ARTILLERY ENGAGING THE BOER GUNS AT NIET RIVER.

## LORD ROBERTS'S ENERGETIC AND SURPRISINGLY SUCCESSFUL CAMPAIGN IN SOUTH AFRICA.

VIGOROUS WORK OF THE WELL-DISCIPLINED ENGLISH INFANTRY AND ARTILLERY MEN, WHICH BROUGHT ABOUT THE TRIUMPH OF THEIR FORCES.  
FROM DRAWINGS BY THE SPECIAL ARTIST OF "LESLIE'S WEEKLY" IN SOUTH AFRICA, GORDON H. GRANT.



## A Great Day for New York.

CEREMONIES IN CITY HALL PARK, NEW YORK, TO MARK THE BEGINNING OF OPERATIONS ON THE UNDERGROUND RAPID-TRANSIT RAILROADS.

No event of purely civic interest has happened in New York for many a year fraught with deeper and more far-reaching significance to the material welfare of the metropolis than the turning of the spadeful of earth in City Hall Park on Saturday, March 24th, to mark the beginning of actual work on the underground rapid-transit railways, a public convenience greatly needed, often promised, and so long delayed. It was fitting that the day should be marked large in the local calendar and given over to displays of hunting, eloquent speeches, popular rejoicings, and general congratulations.

It was, indeed, a happy circumstance that enabled all New York, both in its lesser and its greater capacity, to draw a breath of relief deep and long, and with the memory of many weary years of hopes deferred and hearts made sick to point the utterance, to say, "At last! At last!" The skies were clear and the air crisp and bracing. The ceremonies proper began at one o'clock when the procession, headed by the sergeants-at-arms of both houses of the municipal assembly, left the front door of the city hall. Following these dignitaries came the mayor, preceded by his messenger carrying the mayor's flag; next the special committee of the municipal assembly; then the rapid-transit commissioners, followed by Mr. John B. McDonald, the tunnel contractor, and Mr. August Belmont, his chief financial backer, and after these many other city officials, and, last of all, a long line of specially invited guests.

The route of the procession was short, only a few rods, in fact, to the open ground in front of the city hall. Here the exercises were led off with brief addresses by Mayor Van Wyck and President Alexander E. Orr, of the transit commission. Then came the culminating act, the event of all events, when the mayor, with a silver spade in hand, stooped slightly and lifted up a little of the fresh, brown earth to the light of the sun. Contractor McDonald and each of the eight rapid-transit commissioners in succession did the same, and thus the great enterprise which is to revolutionize the transit system of the metropolis was begun. A memorial tablet was next lowered into the excavation; Comptroller Coler finished off the speech-making with a characteristic address, and then the band played "The Star-spangled Banner," while the multitude cheered and was happy—as it had a right to be.

The tablet which marked the location of the first excavation was worded as follows:

AT THIS PLACE 24 MARCH 1900  
HON. ROBERT A. VAN WYCK  
MADE THE FIRST EXCAVATION FOR THE  
UNDERGROUND RAILWAY  
RAPID TRANSIT COMMISSION  
ALEXANDER E. ORR, President    CHARLES STEWART SMITH  
JOHN H. STARIN    MORRIS K. JESUP  
WOODBURY LANGDON    ROBERT A. VAN WYCK, Mayor  
GEORGE L. RIVES    BIRD S. COLER, Comptroller  
WILLIAM BARCLAY PARSONS  
Chief Engineer  
CONTRACTORS  
JOHN B. McDONALD  
RAPID TRANSIT SUBWAY CONSTRUCTION COMPANY  
AUGUST BELMONT  
President

As for the decorations over and around the city hall, much might be said. Nothing equal to them was ever seen at this place before. The display was profuse in quantity and highly artistic in arrangement. The streamers and flags stretched from the high poles of the city hall plaza were grouped in a tent-like form which was beautiful and effective.

## A Tragedy That Cost Three Lives.

AMONG all the frightful tragedies which have checkered the history of Kentucky and helped to give it the name of "the dark and bloody ground," few have surpassed in their sensational features and terrible results the scene enacted in the lobby of the Capitol Hotel at Frankfort, on January 16th. The principals in the affair were David G. Colson, a well-known Republican leader in Kentucky, formerly a member of Congress from that State; Lieutenant Ethelbert D. Scott, a prom-

inent citizen of the State; L. W. Demaree, assistant postmaster at Shelbyville; Charles Julian, a wealthy farmer; and Captain B. B. Golden. A bitter feud had existed between Colson and Scott, arising from charges made by the former against Scott while both were officers in the Fourth Kentucky Regiment, organized for service in the Spanish-American war. The two had a quarrel at Anniston, Ala., when the regiment was mustered out, and Scott gave Colson a wound which resulted in partial paralysis. The two met again for the first time since that event in the hotel at Frankfort on the day named, and both men began firing at the same time. When the smoke cleared from the scene Scott, Demaree, and Julian were either dead or dying, and Golden had received a wound from which it was thought at first that he could not recover. Colson himself was wounded, but not dangerously. It has since been declared by a coroner's jury that the three men killed came to their death by pistol-shots fired by David G. Colson, and it is also declared that Golden received his wounds from the same hand. The affair has naturally caused intense excitement in Kentucky, where all the men who figured in it have been prominent in public life. Fortunately, the tragedy had no relation whatever to the political troubles which have recently agitated the State. Ex-Representative Colson is well and favorably known in Washington, where he served for four years as a clerk in the Interior Department before his term in Congress. He made many warm friends among his fellow-members in the House, it is said, and was generally regarded as a man of amiable and sunny disposition, as well as a manly and courageous one. He served on several important committees, and made an exceedingly creditable record as a legislator. He resigned from Congress in order to enter the army in the recent war, but his regiment was not ordered to the front. Our photograph shows Mr. Colson as he lies wounded in jail.

## Notable American Exhibit at Paris.

THE PACKING INDUSTRY AS EXEMPLIFIED BY ARMOUR & COMPANY, TO BE SHOWN PICTORIALLY UNDER THE AUSPICES OF THE AGRICULTURAL DEPARTMENT.

ONE of the most remarkable pictorial exhibits at the Paris Exposition coming from the United States will be that of the vast packing industry which will be presented in the American display under the auspices of the Agricultural Department of the United States. Few Americans comprehend the extent and character of this industry, and the photographs of it at Paris will be a revelation to every visitor. On a double-page of this issue of LESLIE'S WEEKLY we introduce some of the photographs of Armour & Company's packing establishment at Chicago, which have been selected as a feature of the American exhibit at Paris. These include views of the Union Stock Yards of Chicago, the centre of the live-stock market of the world; of the various processes of slaughtering hogs and beef, and of the main business offices at Chicago.

The occasional visitor who is favored with an inspection of the stock yards and the Armour establishments at Chicago is profoundly impressed by the revelation when he realizes that the capacity of the Union Stock Yards is 75,000 cattle, 300,000 hogs, 50,000 sheep, and 5,000 horses. The yards cover an area of 475 acres, of which 320 acres are covered with brick and plank flooring. There are 13,000 pens, 8,500 of which, embracing an area of seventy-five acres, are double-decked and covered, for hogs and sheep. There are 625 chutes for loading and unloading stock, twenty-five immense two-story brick horse-barns, a mammoth horse-exchange amphitheatre 200 by 600 feet in dimensions and costing \$200,000, a large sales pavilion, and the largest and latest improved sheep dip and pool, with a daily capacity of 10,000 sheep.

The Union Stock Yards contain twenty-five miles of brick and plank-covered streets, thirty-six miles of water-troughs, ninety-nine miles of water-pipe, and fifty miles of sewerage. Six artesian wells, 1,250 to 2,250 feet deep, supply an abundance of pure water to reservoirs with a capacity of 8,000,000 gallons, and in midsummer 7,000,000 gallons of water are consumed daily. Every part of the yards and of the vast packing-house district adjacent is connected by a complete system of overhead viaducts. The buildings include an immense exchange with 400 business offices for buyers and sellers and the general offices of the Union Stock Yards Company, the National Live Stock Bank, the Transit Hotel, with 300 rooms; the *Drovers' Journal* building, division offices, car-repair shops, blacksmith and carpenter shops, water-works, a large electric-light plant, horse-exchange offices, restaurants, fire-engine houses, and feed-barns.

Altogether, about 1,800 men are employed by the Union Stock Yards Company proper.

Armour & Company employ in Chicago from 7,000 to 10,000 men, according to the receipts and killing of the stock. They have killed as many as 17,000 hogs in one day, 5,500 cattle, and 10,000 sheep. This does not include the Armour establishments at Omaha and Kansas City. The Chicago concern requires thirteen large engine-houses, and will shortly start a central power plant of 15,000 horse-power capacity, which will transmit electric power developed by motors wherever needed, the largest move in the direction of centralization of power thus far inaugurated by any great manufacturing establishment in the United States.

The utilization of material in this establishment is simply phenomenal. Everything is made into a profit. Nothing is allowed to go to waste. Armour & Company make all their own tin cans, print all their own labels, office stationery, and advertising matter. They manufacture glues, gelatines, isinglass, anhydrous ammonia for refrigeration, curled hair for mattresses, bristles, pepsins, pancreatins and medicinal articles; fertilizers, stock

foods, fancy bone articles, such as knife-handles, buttons, etc., soaps of all kinds, including toilet, and glycerines of all grades. They pull the wool from the sheep pelts, cleanse and grade it, and sell it to the woolen manufacturer. The waste hair is made into hair-felt for insulation or use by plasterers. All of this, in addition to a line of food products, which includes fresh meats of all kinds, sausages, canned meats, lards, smoked and pickled meats, tripe, pigs' feet, and many other kinds of food.

In the office shown by the picture some 600 clerks are employed. It is one of six large offices of Armour & Company. A private telegraph line is maintained by the company extending from Kansas City to Omaha, Chicago, Allegheny, Pittsburg, New York and Boston, with offshoots to other markets. Several thousand messages a day are handled. It is scarcely possible to conceive that this great business office, which resembles the operating-room of a telegraph company rather than the office of a manufacturing establishment, can be required for the work of one branch of the house of Armour & Company. But even its enormous facilities are strained to their utmost, and constant additions are being made to the working forces of the establishment.

The photographs of the slaughter-houses, realistic as they are, give but a faint impression of the exciting character of the work. Everything appears to run as if by machinery. The visitor to the hog-killing department, for instance, observes that the hogs are driven into an inclosure, where, one after the other, the animals are seized, shackled by the hind foot, and started upward toward the trolley. In a moment the first has passed into the slaughtering inclosure, where, with a single stab in the neck, a death-blow is inflicted. The struggling creature moves on to the next inclosure and drops into a vat of scalding water. As he revolves, the bristles are stripped from him by men on either side of the tank. Automatically the carcass is thrown out of the scalding-tub, when the work of pulling the remainder of the bristles is carried on. The body is automatically conveyed to the scraping-machines and through the rough finishing processes. As it moves onward a butcher severs the head from the body. Each move forward means a new operation—shaving the scattered hairs, inspection by the government authorities, removal of the intestines, taking out the leaf lard, splitting, weighing, and so forth, until finally the carcass reaches the vast cooling-chamber. So rapid has been its progress that often after reaching the cooling-room, although it is then completely deprived of its vitals, cleaned, and ready for market, it still reveals the tremor of life in the muscles. These operations, carried on with incredible speed and unimpeded regularity, occur in rooms noisy with the rumble and roar of machinery and the shrill cries of struggling animals. The workmen alone are quiet, uttering scarcely a word, but applying themselves to their duties with close and commendable industry. It is a sight that many do not care to see. Once seen it cannot be forgotten. Similar processes are carried out in the beef-killing department. The cattle are driven into pens. One blow on the head knocks a steer senseless. The carcass is quickly hoisted, and the sticker completes his sanguinary task. Then comes heading, skinning, dressing, the chilled room, and the refrigerator-car.

The establishment of Armour & Company is known throughout the world. In every great food emergency it is always called upon to supply a vast amount of refrigerated and canned meats, and no emergency has found it unprepared. This great establishment was founded by the enterprise and energy of Philip D. Armour, and since his recent retirement from its active management, its affairs have been carried on with equal success by his son Ogden, who, though but thirty-five years old, is the active head of one of the greatest industrial enterprises in the world. He has already demonstrated the inheritance of that rare business sagacity which has crowned the career of his father with such marvelous success.

J. A. S.

## The Drama in New York.

I AM not surprised that Tony Pastor had an uproarious welcome recently, at his popular little variety house, when he appeared to celebrate his thirty-fifth year as actor and manager of the establishment. Tony Pastor is a marvel. Who does not remember him in the blithesome days of his youth, and what stranger in New York who loves vaudeville ever fails to call and to see him in the maturity of life, which has wrought so little change in voice, gesture, or figure? Of all the favorites that New York has had, no one has come nearer to his audiences, and kept nearer to them, than Tony Pastor. The gallery feels that it is as much a part of his establishment as the occupants of the orchestra chairs, and Tony talks to the boys in the gallery or to the young ladies in the orchestra, in the course of his popular topical songs, with equal freedom. There is, therefore, an all pervasive air of jollity and domesticity about Pastor's establishment, and it will survive as long as Tony is at the head of the house. May he be spared for many years to add to our stream of current happiness.

In "Oliver Goldsmith," Stuart Robson's new play, which was brought out at the Fifth Avenue Theatre recently for a brief engagement, Augustus Thomas has done excellent work, though he has not followed the plot of the novel very closely. His departures, however, have been essential to the development of his work, and have improved it. While Stuart Robson produced the play for his own benefit, the real interest in it attaches more to Henry Dixey than to Robson. It is most unfortunate that Dixey, with his rare gifts in comedy, has not been a more faithful, patient, and conscientious student and player. If he has failed at any time, he alone has been to blame. In "Oliver Goldsmith" his acting is almost flawless, and every one of his old admirers—and he has a great many of them left—feel like shaking Dixey's hands and wishing him a new lease of the success with which he started, and which from this on he can make continuous, if he only will. Miss Florence Rockwell, the talented and graceful young actress, who has the part of *Mary Horneck*, makes all that can be made of a character in which little opportunity is given her for the best work.

"The Casino Girl" is the latest at the Casino. The music could be improved, but there is much of life and humor in the dramatization, and Virginia Earle and a lot of other pretty young women make it specially attractive.

The newest farce at Daly's is the work of an English play-



EX-CONGRESSMAN COLSON, WHO KILLED THREE MEN.  
Photograph by Wolff.



wright, Mr. F. Kinsey Peile, and is called "The Interrupted Honeymoon." Hilda Spong, who has become a decided American favorite, Mary Mannering, E. J. Morgan, John Mason, John Findley, and Ethel Hornick have the principal characters. It is not as interesting as some of the other London successes of the season, but it draws well.

Several distinguished members of the dramatic and literary professions delivered addresses on the occasion of the recent graduation exercises of the American Academy of Dramatic Arts and Empire Theatre Dramatic School in the Empire Theatre. A post-graduate matinee performance will, on April 5th, present "The Coxcomb," of Beaumont and Fletcher, and "A Repentance," a new one-act play by John Oliver Hobbes (Mfs. Craigie).

The newest plays in New York worth mentioning are "The Sunken Bell," at the Knickerbocker, with Sothern and Virginia Harned in the leading rôles; "The Old Curiosity Shop," at the Herald Square Theatre, with Miss Sanders supported by Max Figman; "Twelve Months Later," at the Madison Square Theatre, the sequel to "At the White Horse Tavern," in which Fred Bond, Anne Sutherland, and Elizabeth Tyree have principal parts. All of these were well received on their first nights.

JASON.

## Off for the War in Africa.

The Elder Dempster Company's steamship *Monterey*, in her new rôle of troop-ship, has been greatly changed in appearance since she sailed into the port of Halifax a few weeks ago. The vessel took on board 640 men in addition to her crew, and 602 horses. Not an inch of space is wasted. The men's quarters are furnished with hammocks and with tables and benches that may be taken down and packed away when floor-room is needed for exercise. The horses are in stalls which only permit them to move an inch or two from side to side, but they can rest, if they wish, in slings hung from the roof; and in rough weather this may save them from much injury and discomfort.

The members of the corps, raised and equipped by Lord Strathcona, the patriotic high commissioner of Canada in England, are mainly drawn from the West. Many of them have been ranchmen, and all are expert riders. One of the troop, John Barry, volunteered for service on hearing that his brother had fallen in South Africa. A hundred recruits for the Royal Canadian Regiment of Infantry also embarked on the *Monterey* to take the place of members of the first contingent who have been killed or disabled. All classes of society are represented, and students, editors, bank clerks, and even captains of militia companies are to be found in the ranks of this force.

Immediately before their departure the troops were inspected at the armories, and were addressed by General Lord Seymour, the lieutenant-governor of Nova Scotia, and the minister of militia for the dominion. They then marched down to the Intercolonial Railway pier, escorted by detachments of the city volunteers. The weather was threatening, but the music of the military bands was joyous and inspiring, and the crowds lining the streets cheered and waved flags with an enthusiasm unabated by mud under foot and clouds over head. As the vessel swung out into the stream there was a storm of cheers from the people on shore, and it was answered with hearty good will by the men on the decks and in the rigging of the transport.

E. P. W.

## That Which is Right is Expected.

THAT which is right is normal. Pessimists may not believe this, but it is none the less a fact. Anything that is wrong is abnormal, and as such on discovery it attracts immediate attention. Ten thousand families may live correct, virtuous and honorable lives for years and no especial notice will be taken of the fact, because theirs is the natural and proper existence. Let but a single scandal, however, occur, and lo! it is blazoned to the world as a thing unusual and portentous. One crime will set a village, a city, and sometimes a nation agog, simply because it is against the accepted, ordained order of things. Hundreds of railway trains speed daily to their destination in safety, and no one thinks anything about them; but the accident or disaster is heralded far and wide. Dozens of great steamers are breasting the waves of the ocean all the time, unthought of by any save those who are immediately interested in them or who have friends on board. But the disaster at sea is something to be published, talked of, shuddered at and deplored. A deal of what is known as news is such only because it is a record of the abnormal and the unusual. It is necessarily so, for the right and the good is accepted as so common and usual as to be taken for granted and hence in a sense is uninteresting.

Thousands of men die each year leaving their families in comfortable circumstances as a result of well-placed life insurance, and no particular comment is occasioned. On the other hand, it is now growing to be the rule that if a man who has had any sort of income at all passes away and leaves his family unprotected and destitute, the fact that he was uninsured is promptly noticed and harshly criticised. It is another example of the truth already stated, that errors, whether of commission or omission, attract attention; that wrong is abnormal and certain to focus observation and solicit unfavorable comment from all prudent men.

Life Insurance has become so plain a duty that no man with a family dependent upon him for support can afford to ignore it, nor can he justify its neglect to himself, to his family, or to his friends. No man has a right to leave his family unprotected for his health has at any time been such as to enable him to secure the protection of insurance.

The Mutual Life Insurance Company, of New York, offers to every healthy man the best insurance that human ingenuity has yet devised, and it is offered at the lowest rates consistent with safety and wise business management.

## "Jasper's" Hints to Money-makers.

Is history to repeat itself again in the stock market? Are we to have another wild-cat banking boom, as the result of the passage of the new currency bill? Indications point that way.

Already the Treasury Department at Washington reports that over 500 new national banks are preparing to organize under the law. Most of these are little banks, for the new law opens the door wide to the organization of banks with a capital of only \$25,000 in towns of 3,000 population. The moment such a bank is organized in any city or village, and secures its circulation, it will have the twenty-five thousand in currency on hand to cover the \$25,000 which (with a slight additional premium) was required to purchase the government bonds needed as the basis for circulation, so that the organizers of the bank get their money back at once, and then have a bank on hand with which to do business. The readiness with which these little national banks can be organized in small towns will be seen at a glance, and the opportunities for speculative banking concerns to take advantage of the situation will be readily recognized.

Every little town will want a national bank. It will not be difficult to raise the necessary \$25,000. Every bank will want to make money, and will have to look to its loans for its profits. The obvious instability of loans on the individual credit of small landed proprietors in the agricultural sections justifies the fear that ultimately a good many of these banks will be confronted with serious losses which will precede their dissolution by the processes of bankruptcy. We are not likely to have a repetition of the old wild-cat State banking experience, because the interests of the national banks under the Federal statute are more carefully safeguarded. But there are premonitory signs of a national banking boom that will finally end in disaster.

The American disposition is imitative. If a small town establishes its own national bank the next adjoining town will think "there is money in it," and will also want a bank, and it is easy to foresee the speculative processes by which the multiplication of small national banks will be carried to a dangerous degree, and when these little institutions begin to break down in a season of financial depression, which is bound to come in the regular course of affairs, a general scare will fall upon the stockholders and panicky consequences are apt to follow. I therefore urge my readers to be careful how they embark in these new enterprises. The word "bank" has a sort of fascination for investors, just as a gold-mine has for those who are lured by the word "gold." But banks and gold-mines, until they are well established and their opportunities for profit well defined, should be left for the exploitation of investors with a thorough and practical knowledge of such things.

"Sid," St. Louis: Wabash debenture Bs. Buy Erie 1st preferred.

"R," Yonkers, N. Y.: With present conditions, I would hold. But watch the market carefully.

"Springfield," Ill.: Everything depends upon the management of the concern.

"O. P.," Newark, N. J.: Your American Ice common shows a handsome gain. I believe in taking a good profit always.

"Clerk," Des Moines, Ia.: United States Express stock around prevailing prices looks cheap. It pays three per cent. a year.

"Druggist," Portland, Me.: International Paper common represents water, pure and simple. But the company is earning a great deal of money, and the stock should sell at the price you paid for it.

"C.," Clintonville, Conn.: I have never had much faith in it. I think I have been manipulated for the purpose of disposing of its stock at abnormally high figures.

"J. F. B.," Milwaukee, Wis.: The so-called chart systems have some inherent value, but they have no such significance as some of the so-called investment-brokers place upon them. It is only a trick of the trade to lure their patrons into freer speculation. (2) I can not.

"A Constant Reader," Dundee, N. Y.: Not very high. Do business with a broker of the highest standing, the higher the better. (2) Wabash stocks have a great many bonds ahead of them. I think better of the debentures. They ought to advance. (3) Canada Southern is a good stock to buy on reactions, and to hold for a long pull.

"G.," Meriden, Conn.: I have never believed in International Silver stocks. The fact that there is nearly \$4,000,000 of first-mortgage bonds outstanding on the plants, with over \$5,000,000 preferred stock ahead of the \$9,000,000 common, makes me regard the common as absolutely of no intrinsic value. I should sell and suffer my loss.

"J. N.," Baltimore: I have said before that the American Linseed preferred stock is not a "good and safe" investment. It pays seven per cent. and it would sell much higher than between 50 and 60 if it were a "safe" investment. It is doing a large business, and the advancing prices of linseed oil add greatly to its profits. Speculatively, I think well of it.

"S.," Saratoga, N. Y.: I do not and will not advise the purchase of American Sugar common until the sugar war is definitely settled. If you insist on buying the stock, buy the preferred. I know of no more treacherous stock than Sugar. If you are looking for a gambler's chances you can doable in it. You may make a big strike, and you may lose heavily. I am not a believer in plunging.

"Merchant," Austin, Texas: There is a Mexican government bond paying three per cent. interest which sells on the London market at less than 30. The last quotation was about 26. Interest is payable in silver. It is a fair speculative bond netting good returns. (2) I am inclined to think that Tennessee Coal and Iron is selling pretty high. I would sell and take my profit, even though it is small.

"Norfolk," Virginia: Leather common is readily manipulated, and a clique could advance it to the price you give. (2) Linseed common, after the December break, I recommended as a good speculative industrial. Chicago interests are liable to advance it at any time. (3) American Steel and Wire, considering its dividend, is not dear for temporary investment at your price. (4) No. (5) Its friends say yes.

"Veteran," Savannah, Ga.: At prevailing prices, the cheaper preferred stocks are netting about as follows: Atchison, a little over four and one-half per cent.; Norfolk and Western, about five and one-quarter; Baltimore and Ohio, about five; Northern Pacific, about five and one-quarter; St. Louis and San Francisco second preferred, over five and one-half; Union Pacific preferred, about five and one-quarter; and Southern Railway preferred, less than three and one-half.

"A Subscriber," Youngstown, O.: I do not consider Atchison Adjustment four a gilt-edged investment. (2) I have no doubt that you will be able to sell all the stocks you mention at a somewhat higher price than prevails. But I believe they will all be lower before the first of November. (3) Adams Express, American Tobacco preferred, Milwaukee and St. Paul preferred, Northwest preferred, Chicago and Eastern Illinois preferred, Commercial Cable, Pullman Company.

"J.," Bluefield, W. Va.: The report that the Pennsylvania had secured control of the Norfolk and Western is denied. Such control certainly would advance the speculative and intrinsic value of Norfolk and Western, but 50 would be a high price for the common, considering that a little over a year ago it sold at less than 18. (2) Union Pacific common is strongly held. The pool which has had it in charge can put it up to the figures you name, unless the entire market breaks. I would not hold it for that price.

"G.," Cleveland, O.: The earnings of Wheeling and Lake Erie give the common stock greater speculative value. It is probable that a dividend will be paid on the first preferred. I had rather deal in the preferred stock than in the common. All the soft-coal roads, as I have said before, and especially Norfolk and Western, will profit materially by the increased demand, at home and abroad, for coal and coke. The report that the Pennsylvania may control the Norfolk and Western would no doubt help the latter. I would prefer the Norfolk and Western to Wheeling and Lake Erie.

"C. B. W.," Norwalk, Conn.: A person with one hundred dollars could speculate in some of the low-priced stocks, but I would hardly advise him to do so at this time. A year ago, with a rising bull-tide, one could have made some quick turns and good profits with a hundred dollars. This, I believe, will be a bear year, and it is a good time for neophytes to keep out of the market. A small mortgage on improved real estate in your own city, which you can probably obtain from one of your real-estate agents, and which ought to pay you four or five per cent., would be a good permanent investment.

"Investigator," Hartford, Conn.: At last we have had an active market. The closing week in March recorded sales in Wall Street just about aggregating those of a year ago, when things were buoyant. The Third Avenue episode, the Carnegie-Frick combination, the passage of the currency bill, and the determined effort of the great railroads, led by the New York Central and Pennsylvania, for the maintenance of rates, are all helpful influences. If anything could start a bull movement, this combination should. The misfortune of the situation is that so many men are holding stocks bought at higher prices a year ago, and waiting to get out, that the manipulators for a rise find themselves obliged to buy more than they want to carry. I

do not believe that a prolonged bull movement can be expected before election.

"Amateur," Chicago, Ill.: It is not true that the National Steel Company earned twenty per cent. last year on its common stock. If it had charged off nothing to depreciation, such a profit might have been shown. But, honestly, this could not be done. The annual report shows that the common stock earned about five per cent. If it was on a real permanent five-per-cent. basis, it would sell much higher, for the insiders in all stocks grab every bargain in sight. (2) I have thought well of Southern Pacific and Missouri Pacific, and advised their purchase when they sold much lower. Those who can hold these stocks will, I think, get a profit in the end, for both ought to be dividend-payers. (3) I think better of Norfolk and Western than of Northern Pacific common and I have great faith in the earning power of Baltimore and Ohio. (4) The prosperity of the South, as I have said before, ought to be helpful to the Southern trunk lines, and for that reason I would not sell Southern Railway or Louisville and Nashville short at present. (5) Cotton Oil is earning a good deal of money. The preferred is a very fair industrial investment.

JASPER.

## Life-insurance Hints.

A READER of LESLIE'S WEEKLY, residing in Boston, says he has an only son, and that he is using his surplus income to educate the lad for a business career. But he says, "I have no accumulated capital with which to start my son in business after he has finished his schooling. The thought struck me that if I could insure my life on some plan that would give him, fifteen years from now, or, in case of my death, upon my demise, five thousand dollars in cash I would like to make this provision for him. I have been told that such a policy would not cost me more than my surplus earnings, and I want to ask if this would be a safe way for me to invest them." I answer that if you select one of the strongest old-line insurance companies, and if you are in physical condition to take out a fifteen-year endowment policy or a bond, you can readily accomplish your purpose. This is one of the beneficent sides of life insurance. It has often been said that it is a form of investment in which one must die to win. But this is untrue. The great companies will sell an annuity by which a man will have a settled income as long as he continues to live, or will give him an endowment policy, so that at the end of ten, fifteen, twenty, or more years he will get all the money he paid in, and will have his life insured meanwhile. The rapid growth in public appreciation of what life insurance offers is the secret of the enormous increase in the business of our great insurance companies. They are becoming investment concerns more and more each year.

"B.," Syracuse, N. Y.: The address of the Southern Mutual Investment Company is Lexington, Ky.

"Guardian," Buffalo, N. Y.: The matter is now in the hands of the attorney-general. No decision has been announced.

"M. C.," Washington: The policies of all the great companies are now incontestable, some immediately after they are taken out and some after the lapse of a year or two.

"Truth," Butte, Mont.: The last annual report of the Provident Savings Life, at the close of last year, showed that the total of assurance in force at that time was considerably over \$100,000,000.

"L.," Minneapolis: You have the choice that your policy gives you to make a settlement either for cash, for an annuity as long as you live, or paid-up insurance. If your circumstances are as you recite them I would continue the policy, accepting the cash surplus.

"S.," Salt Lake City, Utah: The Illinois Life Association is an assessment concern, not doing very much business, and not to be compared in prestige and strength with the old-line companies of New York.

"M.," Pittsburg, Penn.: The first company you mention does an assessment affair, and the second is a small old-line company. (2) I believe that an endowment policy at your age would be preferable, as it would not only protect your wife and children, but also provide for your old age, in case your business ventures should prove unsuccessful. If your salary will allow you to put away \$250 a year for life insurance, an endowment policy could be readily handled. All the old-line companies will write you a straight life policy with optional periods, but at your age the endowment plan is preferable, and will be more satisfactory as you grow older.

## The Hermit.

### If you Feel Depressed Use Horsford's Acid Phosphate.

DR. W. E. FITZMAN, Lynchburg, Va., says: "I have used it in nervous depression and dyspeptic troubles, with good result."

## Honorary Appointment.

It was on the eve of her marriage with the Prince A., of Orleans, that the Infanta Eulalia adopted for her face the treatment with Dr. Dys' Toilet Sachets. To-day, at the age of thirty-five, her face looks as young and her complexion as fresh as when she was but eighteen. As a token of her gratefulness to V. Darsy, sole preparer of Dr. Dys' Toilet Sachets, she has granted him letters-patent appointing him purveyor to the Royal House of Spain. Since several months V. Darsy, of 54 Faubourg St. Honoré, Paris, has opened a branch in New York, at 129 East Twenty-sixth Street, where, every week, a fresh stock of Dr. Dys' famous products is supplied direct from the Paris laboratory.

### Food For Babies

must be nourishing and suitable, and by "suitable food" is meant a food which a child will properly digest and assimilate. Gail Borden Eagle Brand Condensed Milk for forty years has been the leading infant food. Book entitled "Babies" sent free.

## Coffee vs. Preacher.

"PEOPLE POISONED BY COFFEE SHOULD LEAVE IT OFF."

"I HAVE been a great coffee-drinker for years, and it has kept me in a bilious condition, with more or less neuralgia, as the result of general ill-health produced by coffee-drinking. I have discovered that coffee is a rank poison to my system. Since we have been using Postum Cereal Food Coffee we not only find it a delightful beverage, with all the good qualities of coffee, but it has none of the injurious effects.

"Any person suffering from nervous troubles, caused by the poison of coffee, should be able to get rid of the sickness in short order if such a one will leave off the cause and take up Postum Food Coffee. There has been no coffee used in our home for a considerable time.

"People who are poisoned by coffee should leave it off, because when one sins against his body he dishonors God, for our bodies are the temples of the 'Holy Ghost.' It would seem that any one conscious of the bodily distress that coffee brings would have no trouble in leaving it off when Postum Food Coffee can be secured." Rev. John M. Linn, Pastor M. E. Church, South Corpus Christi, Texas.

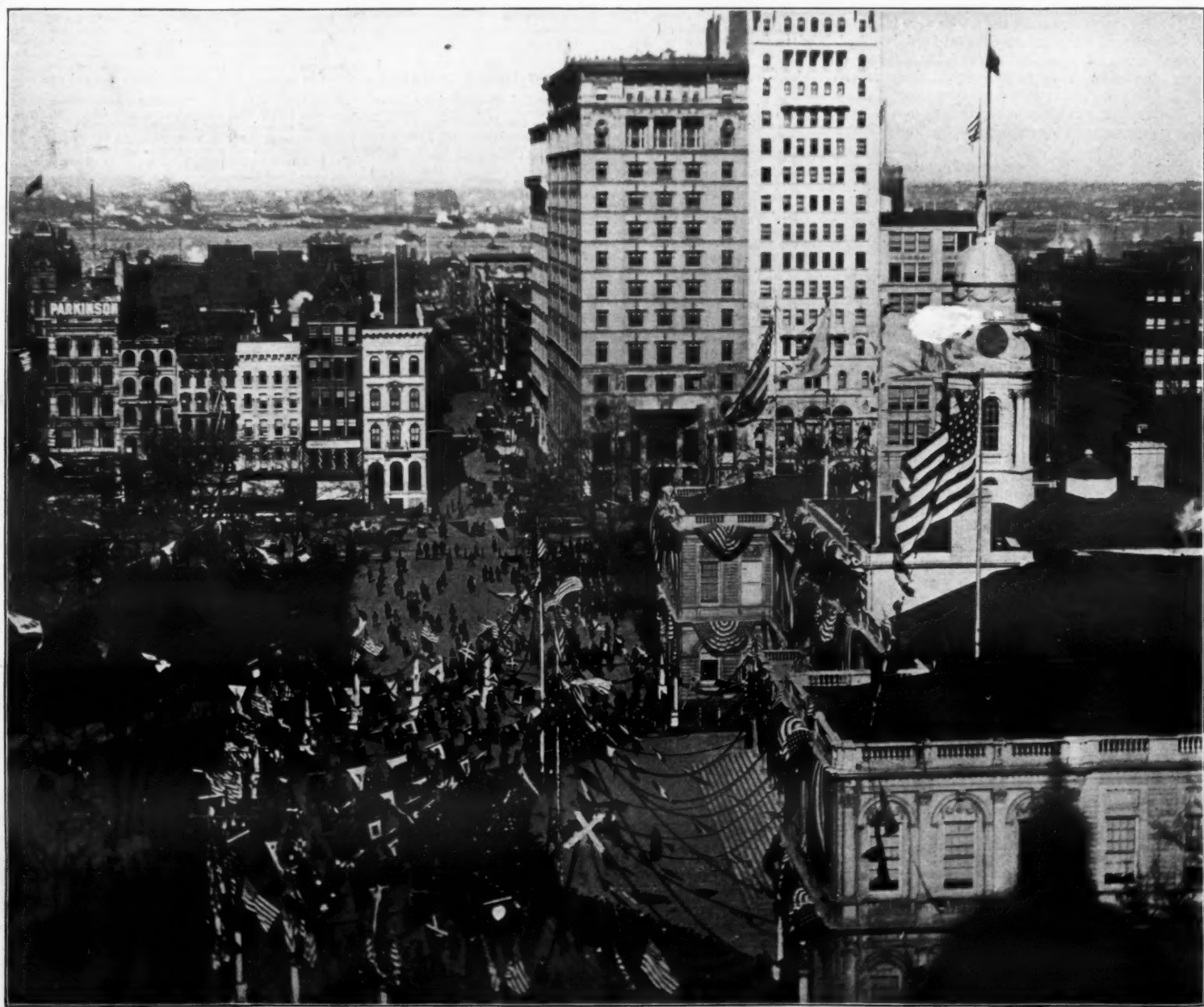




THE CITY HALL PROFUSELY DECORATED BEFORE THE CEREMONY.



MAYOR VAN WYCK, THE RAPID-TRANSIT COMMISSIONERS, AND OTHER OFFICIALS PREPARING FOR THE CEREMONY.



A BIRD'S-EYE VIEW OF THE BREAKING-GROUND CEREMONY IN FRONT OF THE CITY HALL—X INDICATES THE SPOT WHERE GROUND WAS BROKEN.  
*Photograph by F. E. Huddle, Brooklyn.*

**WORK BEGUN ON THE LONG-DEFERRED RAPID-TRANSIT ROUTE IN NEW YORK CITY.**  
MAYOR VAN WYCK AND THE RAPID-TRANSIT COMMISSIONERS BREAKING GROUND IN FRONT OF THE CITY HALL, ON SATURDAY,  
MARCH 24TH.—[SEE PAGE 270.]





HARVESTING ICE ON HUMBOLDT RIVER.—Frank J. Reckhart, Elko, Nev.



THE THOUGHTLESS CHURNER AND THE THOUGHTFUL KITTEN.—Copyrighted, 1897.  
John W. Dunn, St. Louis.



(THE PRIZE-WINNER.) BED-TIME.—Andrew Emerine, Jr.,  
Fostoria, O.



AN ICE-JAM IN THE HOUSATONIC RIVER.—Charles Cruite, Derby, Conn.

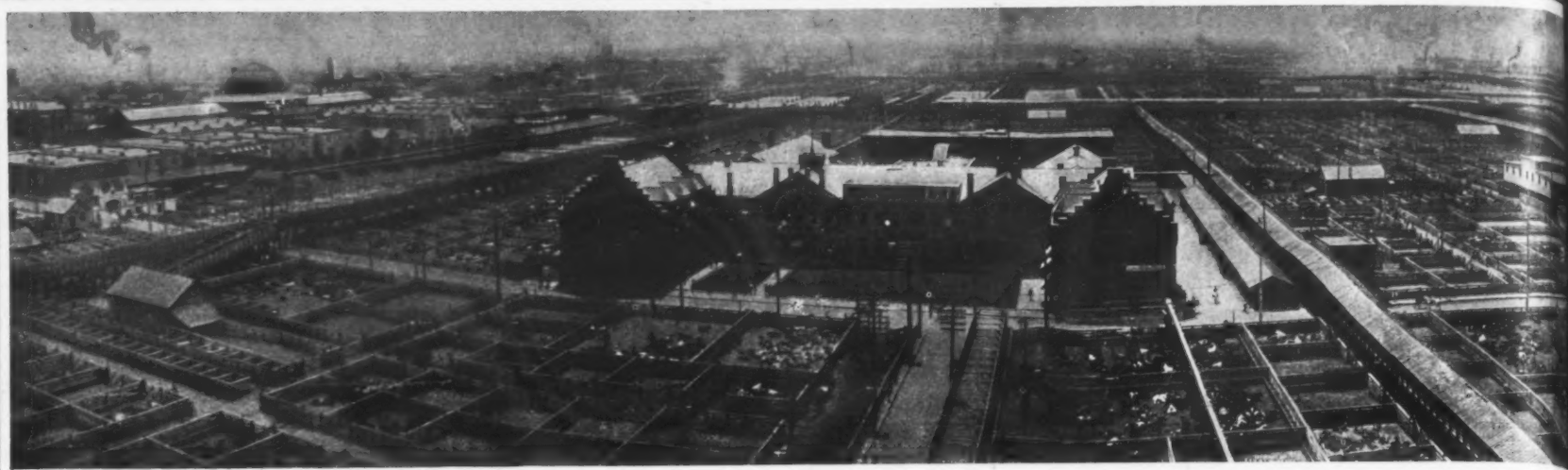


GETTING IN THE ICE CROP ON THE OTTAWA RIVER.—F. E. Bawden, Ottawa, Ontario.

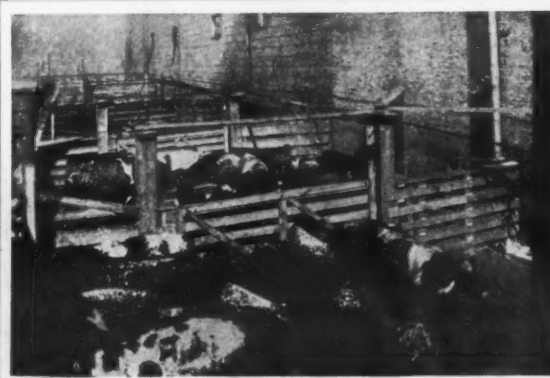
OUR AMATEUR PRIZE PHOTOGRAPHIC CONTEST—OHIO WINS.

[SEE ANNOUNCEMENT ON PAGE 267.]





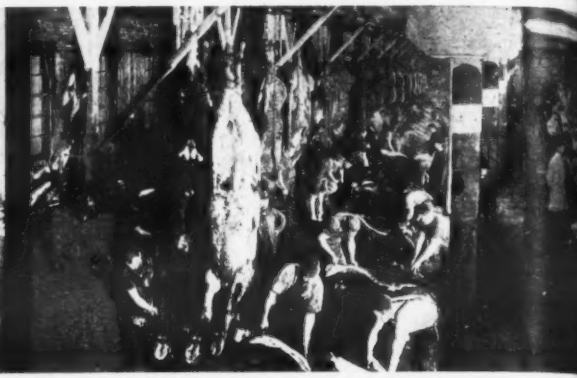
THE LIVE-STOCK MARKET OF THE WORLD—CHICAGO UNION STOCK YARDS



The cattle-pens.



Killing the cattle.

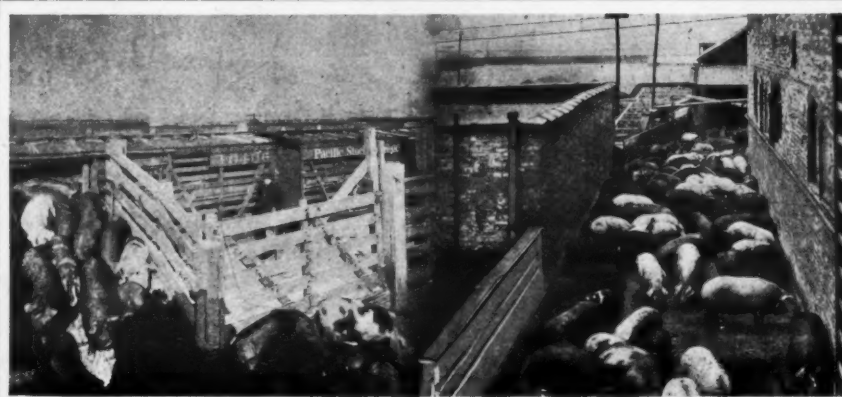


Taking off the hides.

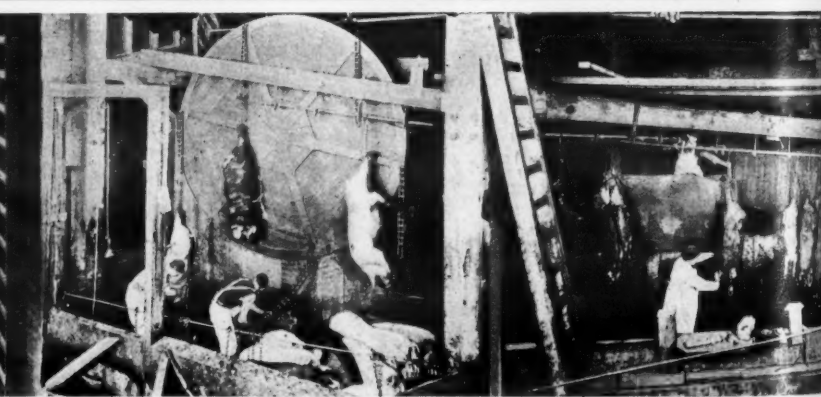
THE BEEF-KILLING DEPARTMENT AT THE UNION STOCK YARDS



THE MAIN BUSINESS OFFICE OF ARMOUR &amp; CO., EMPLOYING



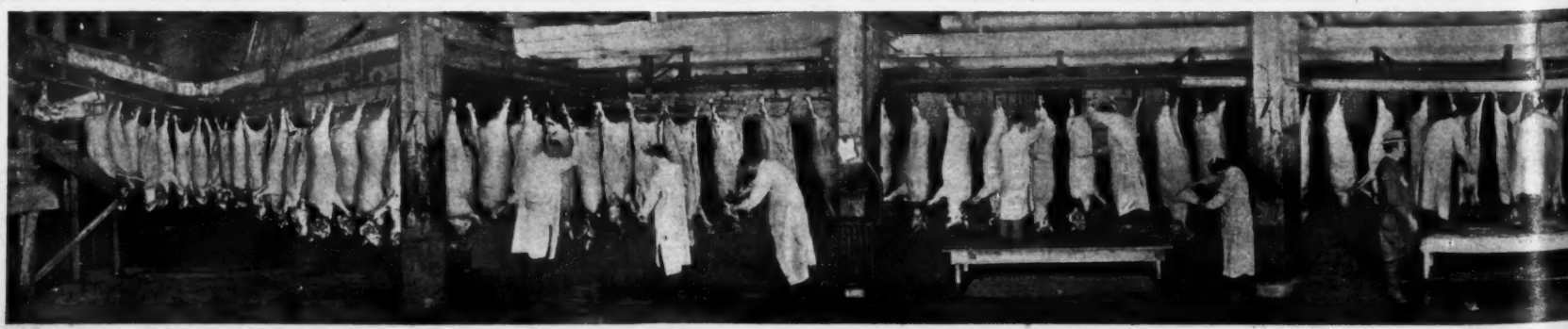
Unloading from the cars into the cooling-pen.



Hoisting the pigs on a revolving wheel.

The butcher at work.

THE HOG-SLAUGHTERING DEPARTMENT OF THE UNION STOCK YARDS



Sliding down the rail from the bench.

Rough finishing on the rail.

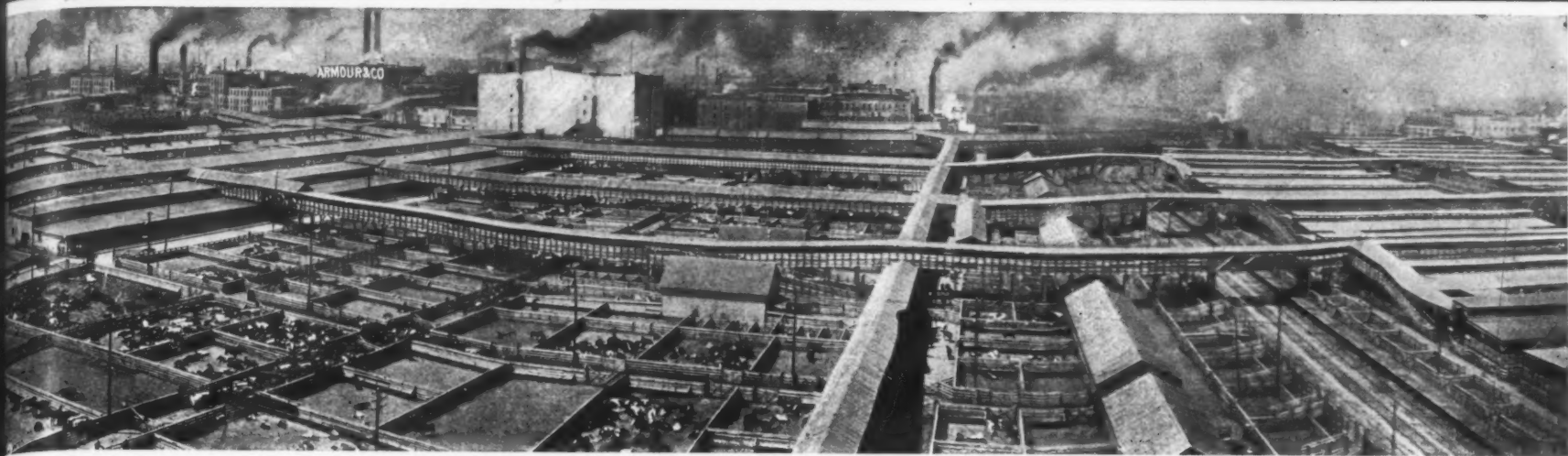
Shaving the scattered bristles.

Government inspector watching the removal

## ONE OF THE NOTABLE AMERICAN

PHOTOGRAPHIC ILLUSTRATIONS OF ARMOUR &amp; COMPANY'S GREAT PACKING-HOUSE INDUSTRY, INCLUDING THE UNION STOCK





COVERING 475 ACRES.—Copyright by Union Stock Yards and Transit Company.

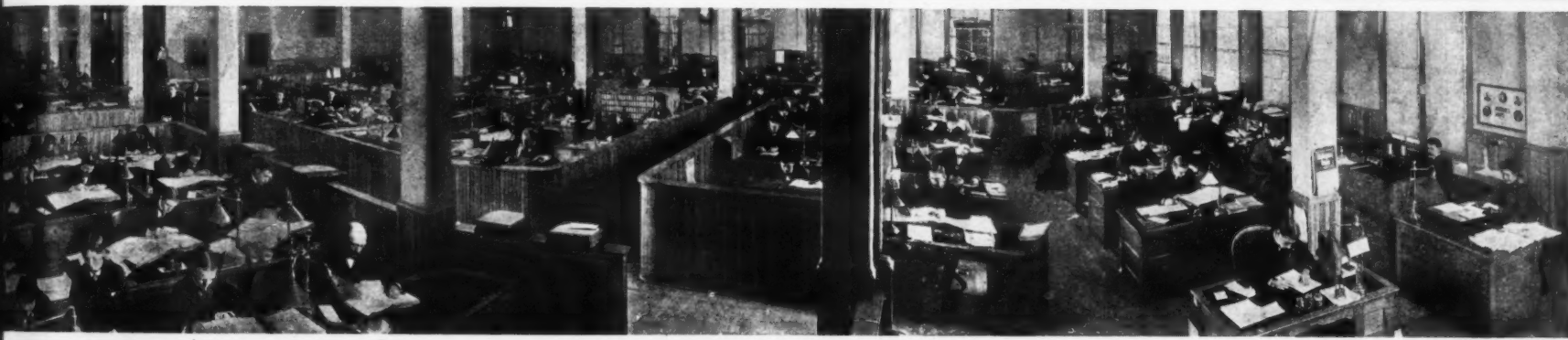


Dressing the carcasses.

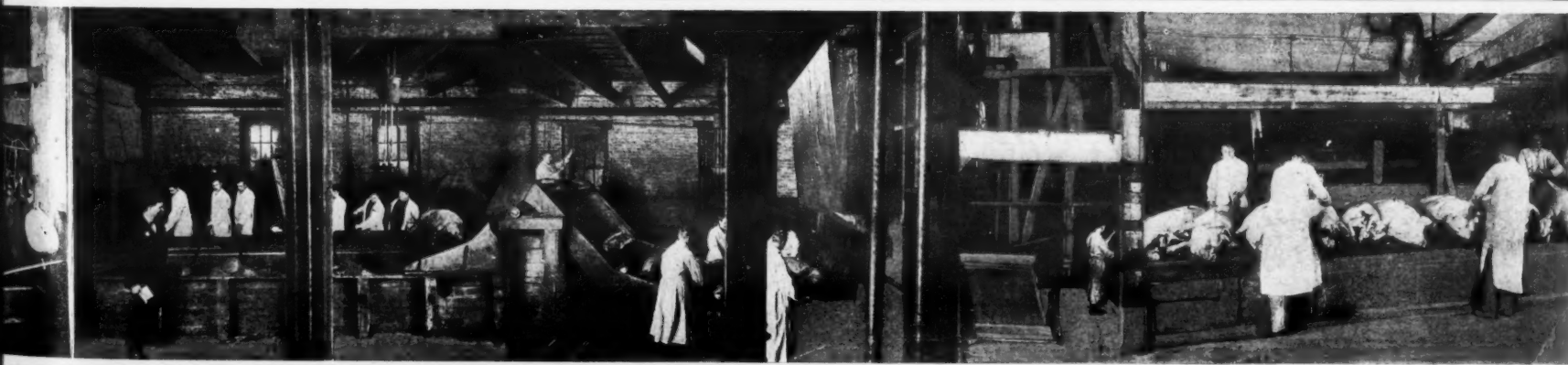
Dressed beef in the chill-room.

Loading into the refrigerator-cars.

5,500 CATTLE AND 10,000 SHEEP ARE KILLED IN A SINGLE DAY.



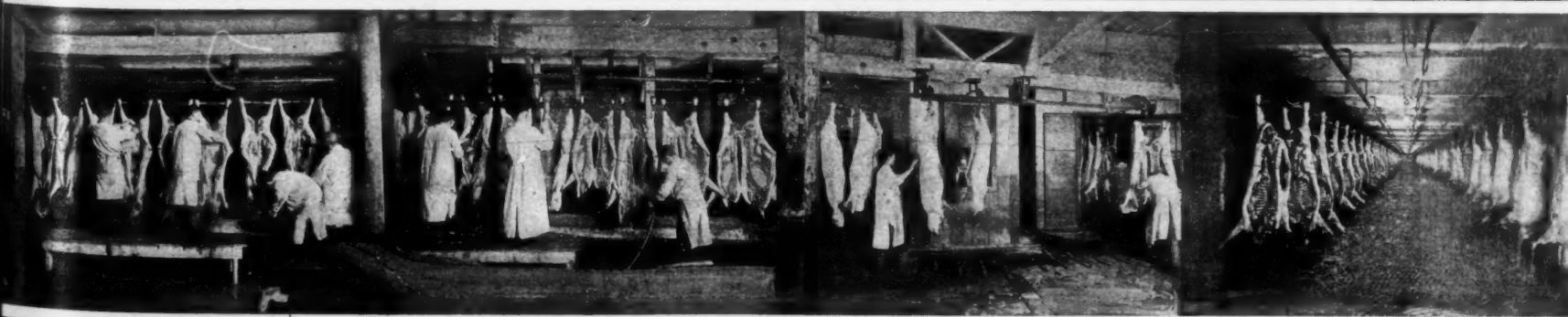
EMPLOYING 600 CLERKS—ONE OF ITS SIX LARGE OFFICES.



The automatic scalding apparatus.

Cleaning off the bristles from the moving carcasses.

WHERE 17,000 HOGS ARE KILLED IN A SINGLE DAY.



"Ham-facing."

Taking out the leaf lard, splitting, and washing shoulders.

Weighing and shoving into cooler.

Section of the immense cooler.

# EXHIBITS AT THE PARIS EXPOSITION.

AND THE HOG AND CATTLE-SLAUGHTERING ESTABLISHMENTS AT CHICAGO.—COPYRIGHT BY ARMOUR & COMPANY, CHICAGO.—[SEE PAGE 270,1

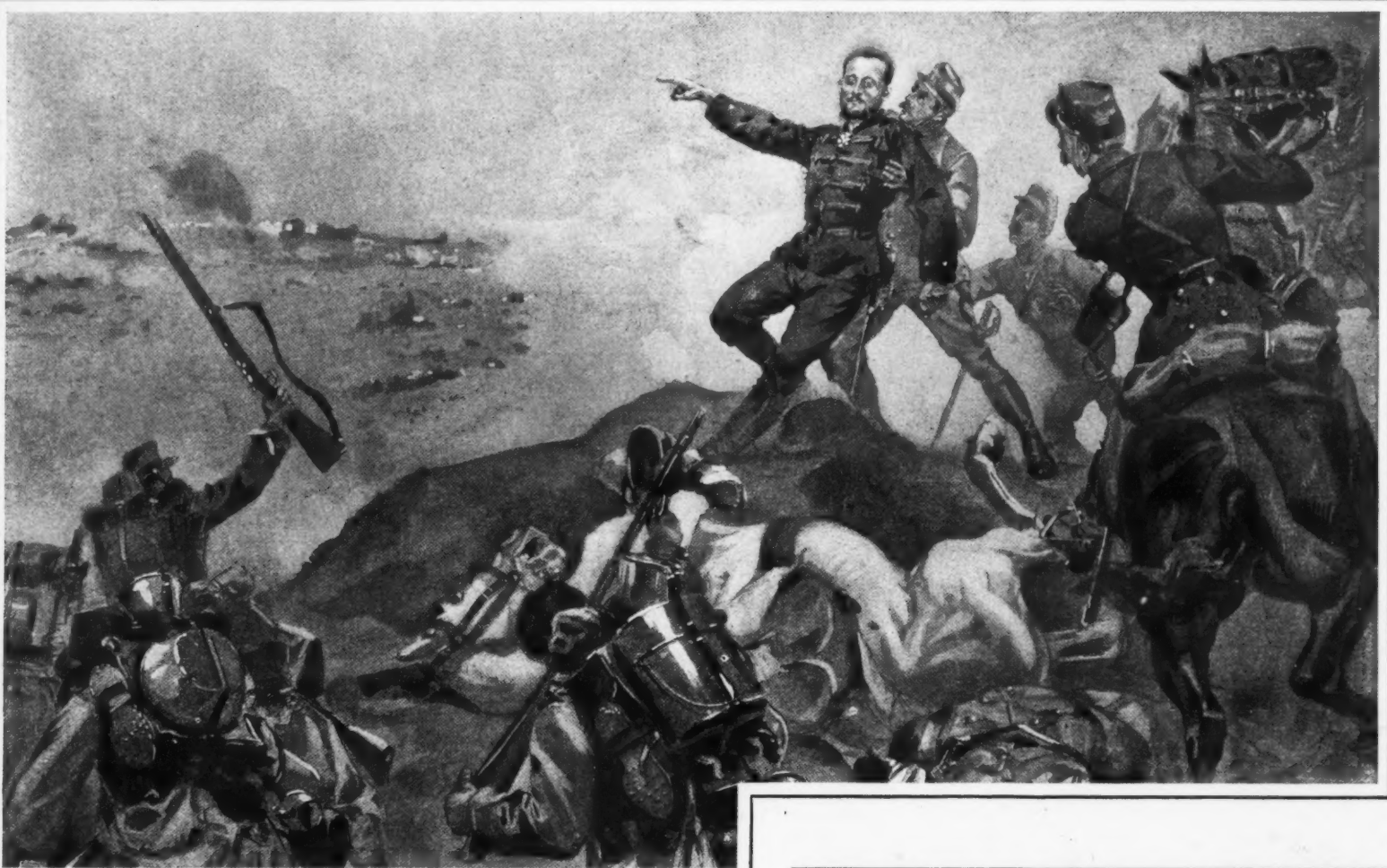




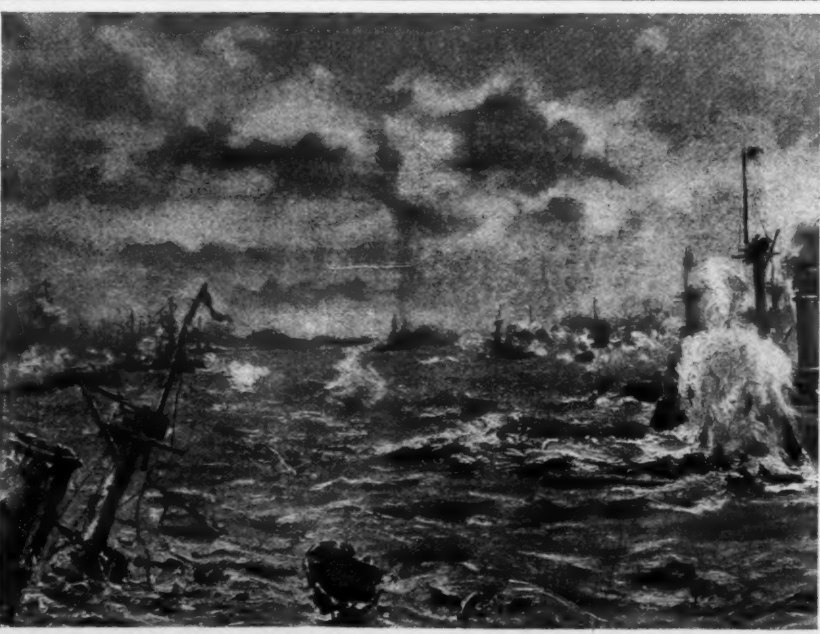
ORIGIN OF THE IMAGINARY CONFLICT BETWEEN ENGLAND AND RUSSIA—THE BURNING OF THE RAILROAD STATION AT KOUCK.



CAPTURE OF KANDAHAR AND THE DEATH OF LORD ROBERTS.



THE BATTLE OF LEWES AND THE DEATH OF GENERAL MARCHAND, THE FRENCH COMMANDER.



THE GREAT NAVAL BATTLE.



THE TRIUMPHANT FRENCH TROOPS, UNDER MARSHAL JAMONT, ENTER LONDON.

### ARE THESE PROPHETIC PICTURES?

A FRENCH ILLUSTRATED JOURNAL PORTRAYS THE POSSIBILITIES OF A WAR BETWEEN ENGLAND AND FRANCE AND RUSSIA.  
[SEE PAGE 287.]



The "Jolly Shavers"

# WILLIAMS' SHAVING STICK

WILLIAMS' SHAVING SOAPS are SIMPLY INCOMPARABLE for their Rich, Cream-like, "never drying" Lather, the peculiar softening action on the beard, and the wonderfully soothing, refreshing effect upon the face. They have been the Standard for half a century, and are so recognized all over the world.

Williams' Shaving Soaps are used by all first-class barbers and are sold everywhere.  
 Williams' Shaving Stick, 25 cts.      Luxury Shaving Tablet, 25 cts.  
 Genuine Yankee Shaving Soap, 10 cts.      White Glycerine Toilet Soap, 10 cts.  
 Williams' Shaving Soap (Barbers'), 6 round cakes, 1 lb., 40 cts.      Exquisite also for Toilet. Trial tablet for 2-cent stamp.      By mail if your dealer does not supply you.

THE J. B. WILLIAMS CO., GLASTONBURY, CONN.

LONDON.      PARIS.      DRESDEN.      SYDNEY.



## NOVENA OLD RYE

is a whiskey that possesses every element of excellence. Withheld from the market until it had thoroughly matured, it is pronounced by experts without a peer in the rye field.

AGE, PURITY, BOUQUET.

It is a trifle high-priced, perhaps, but that is a penalty always demanded by superiority. Write for illustrated catalogue and price-list.

Eagle Liqueur Distilleries,

925-947 Martin Street;  
 926-946 E. Front Street.

RHEINSTROM BROS., Cincinnati, U. S. A.

Our increase in employed forces during the past ten years, as compared above, is due to our determined efforts to "build well and for all time," thereby earning for

# Rambler

BICYCLES

Price \$40

the high reputation which 21 years' experience and results have given them. Rambler agencies everywhere. Catalog free.

AMERICAN BICYCLE CO.  
 GORMULLY & JEFFERY SALES DEPT.  
 CHICAGO

THE "SOHMER" HEADS THE LIST OF THE HIGHEST GRADE PIANOS.

## SOHMER PIANOS

Sohmer Building, Only Salesroom in Greater New York.  
 5th Ave., cor. 22d St.

**PARALYSIS** Locomotor Ataxia conquered at last. Doctors puzzled. Specialists amazed at recovery of patients thought incurable by DR. CHASE'S BLOOD AND NERVE FOOD. Write me about your case. Advice and proof of cures Free. DR. CHASE, 224 N. 10th St., Philadelphia, Pa.

LONDON (ENGLAND). THE LANCHAM Portland Place. Unrivalled situation at top of Regent Street. A favorite hotel with Americans. Every modern improvement.

**OPIUM** and Liquor Habit cured in 10 to 20 days. No pay till cured. Write DR. J. L. STEPHENS CO., Dept. I. 4, Lebanon, Ohio.

COE'S ECZEMA CURE \$1 at druggists. 25c. box of us. Coe Chem Co., Cleveland, O.

## A TRIUMPH OF SCIENCE.

Reader, do you know what real cocoa is? To economical housewives, and wide-awake people generally, the best cocoa and that of Van Houten are synonymous terms. The cocoa manufactured by that well-known firm is a preparation from the very best cocoa-beans, and contains all the valuable nutritive and stimulating properties natural to cocoa. The cocoa-bean contains an alkaloid called "Theobromine," which is the principle of the "cup that cheers, but does not inebriate."

The great point of difference between the stimulating properties of alcohol, and that of theobromine is, that the use of the former causes a subsequent depression, which is proportioned to the amount of stimulation it has previously brought about; the use of the latter (theobromine) is unattended by such unpleasant after-effects. Of course, only a first-class cocoa, such as Van Houten's, will work in the aforesaid manner. That cocoa has been described as "A triumph of science!" It is absolutely pure, entirely soluble, and easy of assimilation and digestion by the weakest stomach. It costs but a trifle, being less than one cent per cup; and it is the simplest drink to make ready, of the whole catalogue of possible beverages. It smells so good, and tastes so delicious, that when you try it you will certainly exclaim: "Ah! indeed, it is a triumph of science!"

HAVE YOU TRIED  
 VAN HOUTEN'S Eating CHOCOLATE?



## EIGHT AMERICAN BEAUTIES

EACH WORTH A FRAME.

AN ATTRACTIVE PRESENT, and one within the reach of everybody, is offered by LESLIE'S WEEKLY in the shape of a portfolio, "The American Girl," containing eight superb drawings of American beauties, including "The Foot-ball Girl," "The Golf Girl," "The Sporting Girl," "The Yachting Girl," "The Summer Girl," "The Horsy Girl," "The Bicycle Girl," and "The Society Girl."

These pictures are from drawings made by one of the most famous American artists, and each picture is 11½x9 in size and printed on heavy paper suitable for framing. Any one who wants to give a beautiful and appropriate souvenir to a friend can send one or more of these pictures, either framed or unframed, and it will be a most acceptable gift. The price of the entire eight pictures, comprising "The American Girl Album," is fifty cents, and it can be obtained by addressing LESLIE'S WEEKLY, 110 Fifth Avenue, New York.

## Advertisers Prove the Circulation of THE JOURNAL.

The following is a correct statement of the advertising carried by the Minneapolis and St. Paul papers for month of January, 1900:

The Journal, Cols.	
27 issues.....	910.4
The Tribune, 37 issues.....	596.6
The Tribune, daily and Sunday combined	807.4
The Times, 27 issues.....	555.2
The Times, daily and Sunday combined	808.0
The Dispatch, 27 issues.....	882.0
Pioneer Press, 27 issues.....	406.4
Pioneer Press, daily and Sunday combined	671.0
The Globe, 27 issues.....	413.8
The Globe, daily and Sunday combined.....	641.7

FOREIGN ADVERTISING DEPARTMENT,  
 C. J. Billson, Manager.  
 NEW YORK OFFICE, TRIBUNE BUILDING.  
 CHICAGO OFFICE, STOCK EXCHANGE BUILDING.  
 Ralph H. Booth, Manager Western Dept.

## Immediate and Lasting

## VIN MARIANI

(MARIANI WINE)

## WORLD FAMOUS TONIC

Prevents Waste, Aids Digestion, Braces Body, Brain and Nerves.

No other preparation has ever received so many voluntary testimonials from eminent people as the world-famous Mariani Wine.

Sold by all druggists. Before Substitutes. Mariani & Co., 52 West 13th St., New York, publish a handsome book of endorsements of Emperors, Princes, Cardinals, Archbishops and other distinguished personages. It is sent gratis and postpaid to all who write for it.



## The Coming Eclipse of the Sun.

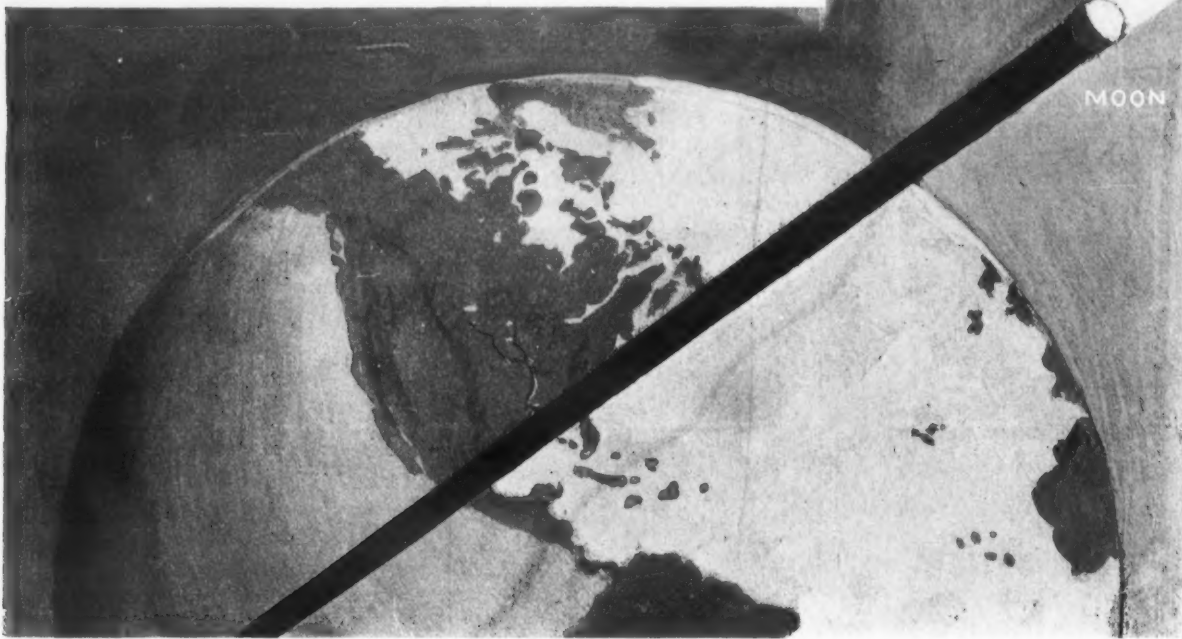
IT WILL BE VISIBLE TO NORTH AMERICA, AND WILL BE TOTAL FROM NEW ORLEANS TO NORFOLK.

ELEVEN years have passed since the last total eclipse of the sun in this country; eighteen years more are to pass before the next; consequently the total eclipse of the sun, visible in the United States, on the 28th of next May, being the only event of its kind within a period of more than a quarter of a century, is to be regarded as of great importance. Happily, the time has come when celestial phenomena have ceased to be the exclusive possession of a few wise men. Popular intelligence now extends to the stars; and, while the recondite problems of astronomy are still left to the mathematical astronomers, even children are coming to comprehend the general principles of the movements of the heavenly bodies.

eclipse will be about two hours and a half. At Denver it will begin at 5:40 A. M.; at Milwaukee and Louisville at about 6:55; at Chicago, Cincinnati, and Detroit at about seven; at Cleveland and Pittsburgh at about 7:20; at New York at about 7:50, and at Boston at about eight. The leading places in the path of totality are as follows:

### PLACES IN THE PATH OF TOTALITY—SOLAR ECLIPSE, MAY 28TH, 1900.

LOUISIANA.—Houma, Poydras, New Orleans, Poincville, Napoleonville, Centerville, Franklin.  
MISSISSIPPI.—Pearlington, Bay St. Louis, Biloxi, Ocean Springs, Americus, Leakesville.  
ALABAMA.—Citronelle, Latham, Mount Vernon, Mobile, Bay Minette, Castleberry, Pine Apple, Greenville, Fort Deposit, Highland Home, Union Springs, Matthews, Montgomery, Tallapoosa, Fort Mitchell, Loachapoka, Auburn, Smith's Station.  
GEORGIA.—West Point, Colum-



THE SHAFT OF DARKNESS CAUSED BY THE MOON'S SHADOW, WHICH WILL ECLIPSE THE SUN'S LIGHT FROM NORFOLK TO NEW ORLEANS ON MAY 28TH.

There has ceased to be any mystery connected with the phenomena of eclipses, whether solar or lunar. The moon makes the complete circuit of the heavens once in about twenty-nine and one half days; the sun appears to do the same, owing to the actual circuit made by the earth, once in a year. The moon, therefore, makes more than twelve circuits while the sun is making one. Consequently, the moon must overtake and pass the sun as many as twelve times in a year. Sun and moon both appear to be moving in the same direction, not only, but in nearly the same path. If they moved in exactly the same path the moon would pass in between the sun and earth at every circuit, and there would be an eclipse of the sun at every new moon. But the paths are not exactly the same; so the moon usually goes by either above or below the sun. There are points, however, where these two paths intersect; and if sun and moon both happen at one of those points at the same time, then an eclipse is inevitable. At such a time, were these two bodies at the same distance from the earth, there would be a collision; but, as they are at different distances, the moon, being the nearer of the two, simply shuts off the view of the sun, and the latter is eclipsed.

If the moon were actually smaller, or if she were more distant and therefore apparently smaller, then there would be simply a "transit" of the moon, like the well-known transits of Venus and Mercury, both of which planets are immensely more distant than the moon. That is, the moon would then be seen as a dark body passing across the sun's face, and shutting off more or less of its light according to her apparent size. Now, as a matter of fact, we do have transits of the moon, though they are commonly called "annular eclipses." There are times when the sun is several million miles nearer than at other times, and when the moon is several thousands of miles farther than at other times; if an eclipse occur at such times the sun's body is apparently enlarged, and the moon's body apparently diminished, so that the moon fails to cover the face of the sun, and a ring of sunlight (called in Latin, *annulus*) surrounds the moon's body.

If, on the other hand, the moon were actually larger, or if she were nearer and therefore apparently larger, there would be an occultation of the sun. That is, the sun's bright face, not only, would be hidden from view, but also that vast and brilliant corona which surrounds his face, and which is never seen except during an eclipse. The sun, with all that pertains to him, would appear utterly extinguished, and this state of things would continue for a period of time proportionate to the size, or apparent size, of the moon. During such an occultation all the stars, which are as truly in the heavens by day as by night, would come out to view; and constellations which are seen only at the opposite season of the year would be on full exhibition. Planets which, by reason of their apparent proximity to the sun, could not ordinarily be seen, would shine forth with their proper glory; and this latter fact would be a consoling evidence that the sun had not actually been annihilated, since the radiance of the planets is nothing but the reflected radiance of the sun; if he were destroyed, they, too, would cease to glow.

Now, it is a remarkable thing that the distances of sun and moon are so proportioned to their size that usually the moon fits quite exactly over the face of the sun. Hence, instead of a transit or an occultation, we have an eclipse; it never can last but a few minutes, and in the present instance a minute and a half is the limit of totality, for the moon hastens on and the sun shines out once more. However, for a long time it can be seen approaching and receding; thus the duration of the entire

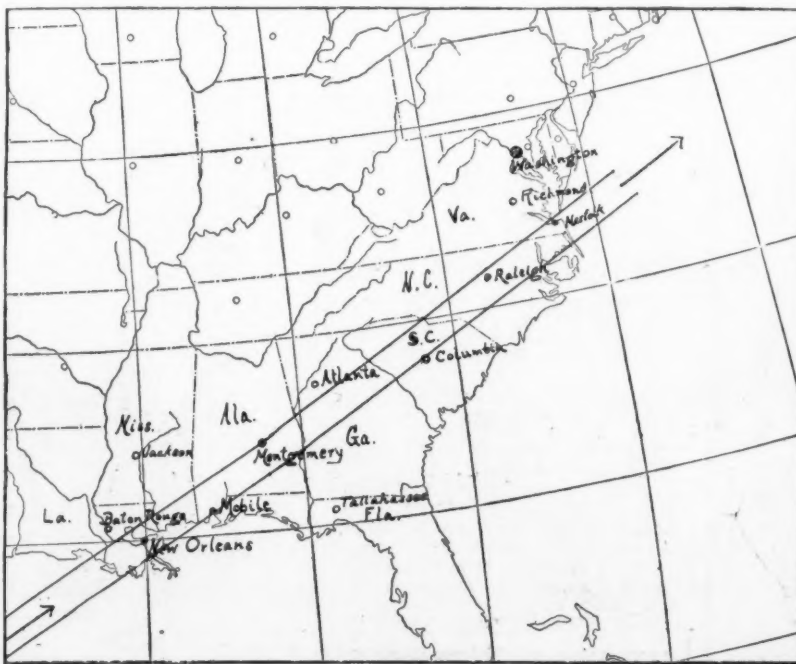
bus, Talbotton, Macon, Griffin, Covington, Athens, Crawfordville, Car-nak, Leverett, Elberton.

SOUTH CAROLINA.—Mount Carmel, Troy, Watts, Saluda, Hodges, Greenwood, Cross Hill, Chaplains, Prosperity, Trenton, Little Mountain, Santee, Lewis, Lancaster, Cheraw.  
NORTH CAROLINA.—Monroe, Wadesboro, Rockingham, Laurinburg, Fayetteville, Moncure, Pittsboro, Raleigh, Auburn, Selma, Louis-burg, Spring Hope, Nashville, Wilson, Rocky Mountain, Tarboro, Scot-land Neck, Weldon, Winton, Gatesville, Willetton.  
VIRGINIA.—Wallacetown, Norfolk, Cape Henry, Hampton Institute.

The following table will be of general interest as showing the exact hour and minute at various points throughout the United States when the eclipse will begin, when it will be total, and when it will end.

	Begin	Total	End
Boston.....	7h. 53m. M.	10h. 32m. M.	10h. 32m. M.
New York.....	7h. 48m. M.	10h. 25m. M.	10h. 30m. M.
Charleston.....	7h. 33m. M.	10h. 3m. M.	10h. 3m. M.
Richmond.....	7h. 40m. M.	10h. 14m. M.	10h. 14m. M.
Raleigh.....	7h. 37m. M.	8h. 49m. M.	10h. 10m. M.
Norfolk.....	7h. 41m. M.	8h. 53m. M.	10h. 15m. M.
Cincinnati.....	7h. 40m. M.	9h. 4m. M.	10h. 4m. M.
Chicago.....	7h. 46m. M.	9h. 3m. M.	10h. 3m. M.
St. Louis.....	6h. 38m. M.	8h. 55m. M.	10h. 55m. M.
St. Paul.....	6h. 51m. M.	8h. 59m. M.	10h. 59m. M.
Nashville.....	6h. 36m. M.	8h. 57m. M.	10h. 57m. M.
New Orleans.....	6h. 26m. M.	7h. 32m. M.	8h. 44m. M.
Galveston.....	6h. 24m. M.	7h. 30m. M.	8h. 38m. M.
Atlanta.....	6h. 32m. M.	7h. 33m. M.	8h. 45m. M.
Mobile.....	6h. 28m. M.	7h. 33m. M.	8h. 45m. M.
Montgomery.....	6h. 30m. M.	7h. 37m. M.	8h. 53m. M.
Milledgeville.....	6h. 32m. M.	7h. 40m. M.	8h. 58m. M.
Denver.....	5h. 41m. M.	7h. 37m. M.	8h. 41m. M.
Santa Fe.....	5h. 36m. M.	7h. 37m. M.	8h. 37m. M.
Salt Lake City.....	5h. 49m. M.	7h. 38m. M.	8h. 38m. M.

But, while the eclipse can be seen over the whole country, it is only within a path of about fifty-five miles' width that it appears as a total eclipse; this runs from New Orleans in a north easterly direction across the southeastern States, and passes out



MAP OF THE FIELD OF TOTAL OBSCURATION.

to sea at Norfolk. In the Old World it touches at Portugal, passes down into Spain and Algiers, and ends at the Red Sea. Outside of that path the sun is only partially obscured, yet throughout a large part of this country the sun's face will be nearly covered.

Scientific men are making great preparation to station themselves within the path of totality, and, with the use of their instruments, to make the most of the bare ninety seconds within which they can observe and take impressions of the corona diffused millions of miles into space, and of the red flames towering thousands of miles from the sun's surface. The ignorant blacks of the South are likely to be very much perturbed at the fall of darkness suddenly falling upon the face of all nature, in the midst of which stars will glow, planets emerge from obscurity, a chill strike through the atmosphere, dew fall, and animals prepare to resume their night's repose. But the average intelligent person will occupy himself with viewing through his smoked glass the progress and culmination of the eclipse, and with noting the rush of the on-coming shadow. It will be the experience of a lifetime. And he who can pass through it without a new conception of the majesty of the Creator of the worlds must conclude that he has only half viewed the great phenomenon.

FREDERICK CAMPBELL.

## How England Does It.

In planning forms of government for our new island colonies and establishing our constitutional relations with them, we cannot do better than to take lessons from the history and policy of England in her dealings with her dependencies, for no other nation has been so generally and so uniformly successful in the conduct of colonial affairs. Valuable information touching this matter was given by Sir Charles Arthur Roe, of England, at the recent dedication of the law building of the University of Pennsylvania.

While the formal constitutional relations existing between England and her colonies and dependencies are the same for all, in theory—a government by the crown through the colonial secretary—as a matter of fact, their real government presents every variety of relations, from complete dependence, such as that of Malta and St. Helena, to practical independence, such as that of Canada and Australia. Apart from mere posts occupied for military or naval purposes, such as Gibraltar, and spheres of influence, such as Zanzibar, there are under the British colonial office forty distinct and, as regards each other, independent governments or administrations. Of this number, eleven have parliaments of their own and are known as self-governing colonies. The other twenty-nine are divided into two general classes—those where the power of legislation is vested in the officer administering the government, as at Malta, and those which have legislative councils nominated by the crown.

In the cases of all these twenty-nine colonies the control of the British crown is real and not nominal. Where there is no legislative council the officer administering the local government acts entirely under instructions from home. In the "self-governing" colonies the administration is carried on in the name of a governor appointed by the crown through ministers whom he may choose and dismiss at pleasure, and he may veto the most deliberate acts of the legislature. As a matter of fact, these powers resident in the colonial governors are rarely, if ever, exercised to the full, the determination of practically all questions being left to the legislatures elected by the people. It has been the general policy of England to interfere as little as possible with the peculiar habits and customs, the social and religious observances of the people over whom she extends her sway, rightly judging that whatever may be wrong or undesirable from a highly civilized point of view in these things can be much better overcome and abolished by the gradual spread of knowledge and Christian influence than by repression.





## Knowledge

of the fact that for more than twenty-five years the Lake Shore has been the government's selection as the route of its great fast mail trains, furnishes no uncertain endorsement for the excellence of service provided for travelers over this railway.

If you want the best your money will buy, it won't pay you to "experiment round" in the instance of going between Chicago, Toledo, Cleveland, Buffalo, New York, Boston.

Tell the agent you want to go Lake Shore, and stick to it.

Write for "Book of Trains."

A. J. SMITH, G. P. & T. A., Cleveland, O.

## NERVOUS MEN.



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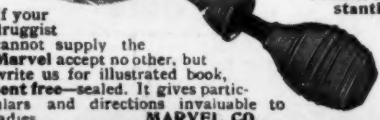
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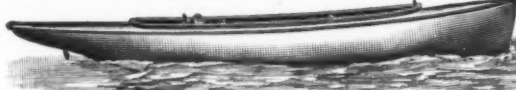
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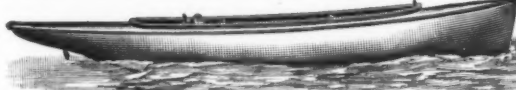
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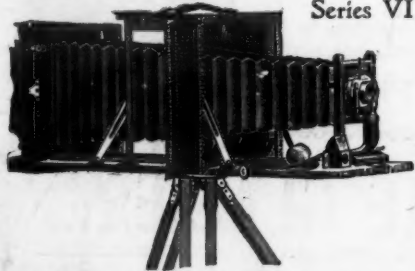
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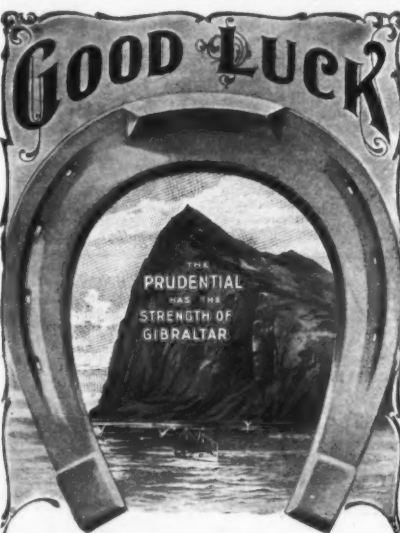
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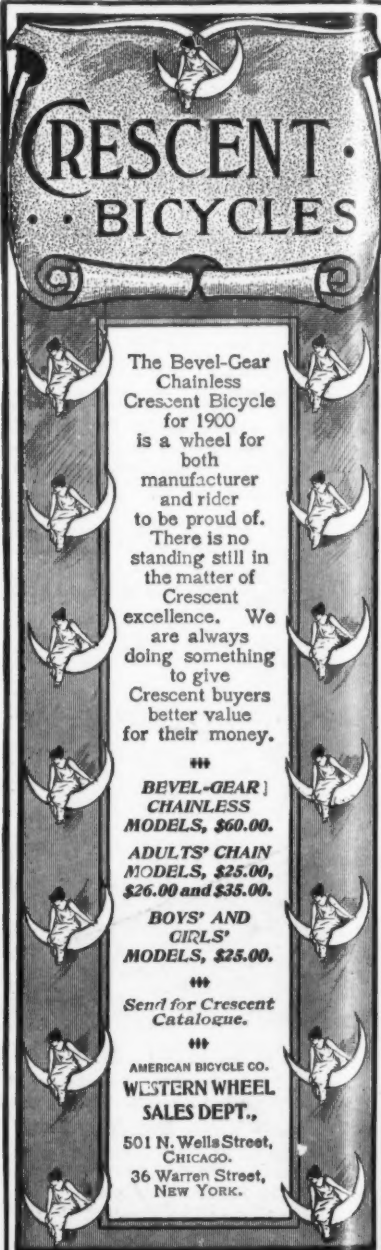
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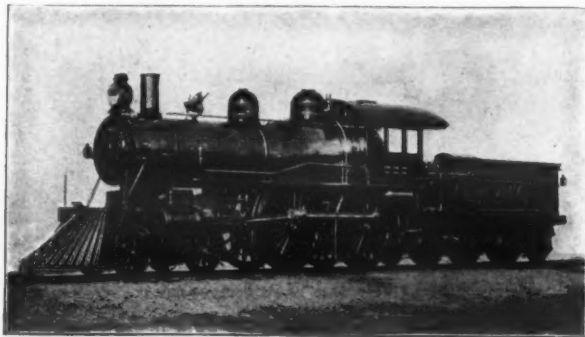
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